

UNIVERSITY PLACE CITY COUNCIL
Regular Council Meeting Agenda
Monday, September 21, 2015, 6:30 p.m.

Note: Times are approximate and subject to change.

Town Hall Meeting Room
3715 Bridgeport Way West

- 6:30 pm 1. **CALL REGULAR MEETING TO ORDER**
2. **ROLL CALL AND PLEDGE OF ALLEGIANCE**
3. **APPROVAL OF MINUTES – September 8, 2015 and September 14, 2015**
4. **APPROVAL OF AGENDA**
- 6:35 pm 5. **PRESENTATIONS**
- **Welcome and Introduction of Col. William A. Ryan, III, Commander – 16th CAB**
 - **National Preparedness Month Proclamation**
 - **Certificate of Recognition – Wellness Committee**
 - **NATOA Award Recognition**
- 7:00 pm 6. **PUBLIC COMMENTS** – (At this time, citizens have three minutes to address the Council on any matter not scheduled for Public Hearing of Council Consideration. State law prohibits the use of this forum to promote or oppose any candidate for public office, or ballot measure. Public comments are limited to three minutes. Please provide your name and address for the record.)
- 7:05 pm 7. **COUNCIL COMMENTS/REPORTS**
- 7:10 pm 8. **CITY MANAGER’S REPORT**
- 7:15 pm 9A- **CONSENT AGENDA**
- 9C. **Motion: Approve or Amend the Consent Agenda as Proposed**
- The Consent Agenda consists of items considered routine or have been previously studied and discussed by Council and for which staff recommendation has been prepared. A Councilmember may request that an item be removed for the Consent Agenda so that the Council may consider the item separately. Items on the Consent Agenda are voted upon as one block and approved with one vote.

 - A. **Receive and File: Payroll and Claims.**
 - B. **Receive and File: American Business Women’s Day Proclamation.**
 - C. **Adopt a resolution approving an Agreement between the City of University Place and University Place School District for a School Resource Officer.**
- 7:20 pm 10. **MAYOR’S REPORT**
- RECESS TO STUDY SESSION** – (At this time, Council will have the opportunity to study and discuss business issues with staff prior to its consideration. Citizen comment is not taken at this time; however, citizens will have the opportunity to comment on the following item(s) at future Council meetings.)
- 7:25 pm 11. **LAND USE DESIGNATION RESOLUTION**
- 8:00 pm 12. **COMPREHENSIVE PLAN UPDATES**
- 9:00 pm 13. **ADJOURNMENT**

*PRELIMINARY CITY COUNCIL AGENDA

October 5, 2015
Regular Council Meeting

October 19, 2015
Regular Council Meeting

November 2, 2015
Regular Council Meeting

November 16, 2015
Regular Council Meeting

Preliminary City Council Agenda subject to change without notice*
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Call the City Clerk at 253-566-5656

APPROVAL OF MINUTES

**CITY OF UNIVERSITY PLACE
DRAFT MINUTES
Regular Meeting of the City Council
Tuesday, September 8, 2015
City Hall, Windmill Village**

1. CALL REGULAR MEETING TO ORDER

Mayor McCluskey called the Regular Meeting to order at 6:30 p.m.

2. ROLL CALL AND PLEDGE OF ALLEGIANCE

Roll call was taken by the City Clerk as follows:

Councilmember Belleci	Present
Councilmember Grassi	Present
Councilmember Keel	Present
Councilmember Nye	Present
Councilmember Worthington	Present
Mayor Pro Tem Figueroa	Excused
Mayor McCluskey	Present

Staff Present: City Manager Sugg, City Attorney Victor, Public Works Director Cooper, Deputy Finance Director Blaisdell, Police Chief Blair, Public Safety Manager Hales, City Engineer Ecklund, and City Clerk Genetia.

Councilmember Keel led the Pledge of Allegiance.

MOTION: By Councilmember Keel, seconded by Councilmember Belleci, to excuse the absence of Mayor Pro Tem Figueroa.

The motion carried.

3. APPROVAL OF MINUTES

MOTION: By Councilmember Belleci, seconded by Councilmember Grassi, to approve the minutes of August 3, 2015, August 10, 2015 and August 17, 2015 as submitted.

The motion carried.

4. APPROVAL OF AGENDA

MOTION: By Councilmember Belleci, seconded by Councilmember Keel, to approve the agenda.

The motion carried.

5. PRESENTATIONS

National Prostate Cancer Awareness Month – Councilmember Worthington, along with Mayor McCluskey, presented a proclamation to Willie Stewart of the Tacoma Prostate Cancer Support Group, recognizing the month of September as National Prostate Cancer Awareness Month.

Constitution Week – Mayor McCluskey presented a proclamation to Muriel Parrish, Regent of Elizabeth Forey Chapter, National Society Daughters of the American Revolution, declaring September 17 through September 23 as Constitution Week.

Washington Finance Officers Association Award – Mayor McCluskey recognized Deputy Finance Director Blaisdell and Assistant Finance Director Garret for having received the Professional Finance Officer Award and thanked them for their commitment to continued professional development and achievements in the governmental finance arena.

National Night Out – Police Chief Blair and Public Safety Manager Hales presented a report on the successful National Night Out event.

Mayor McCluskey introduced and welcomed Chris Platt, appointee to the Economic Development Commission.

6. PUBLIC COMMENTS – None.

7. COUNCIL COMMENTS/REPORTS

Councilmember Keel reminded Council that a Finance Committee meeting is scheduled for September 14 to review and discuss funding options for Parks and Recreation.

Councilmember Worthington reported that he participated in the City's exit conference with the State auditor. He also reported that the Solid Waste Advisory Committee completed Pierce County's Solid Waste Management Plan and will do the final document review tomorrow.

8. CITY MANAGER'S REPORT

City Manager Sugg reported on the Crystal Creek culvert replacement project. He recognized Public Works Director Cooper who was instrumental in convincing the Department of Ecology that the culvert is a fish passage thus saving the City \$1 million in NPDIS requirement cost. He also recognized Planning and Development Services Director Swindale and City Engineer Ecklund for their assistance in this endeavor.

9. CONSENT AGENDA

MOTION: By Councilmember Grassi, seconded by Councilmember Belleci, to approve the Consent Agenda as follows:

- A.** Receive and File: Payroll for the period ending 07/15/15, signed and dated 07/30/15, in the total amount of Two Hundred Three Thousand Two Hundred Sixty-Eight and 42/100 Dollars (\$203,268.42); Payroll for the period ending 07/30/15, signed and dated 08/14/15, in the total amount of Two Hundred Eighty-Three Thousand Four Hundred Eighty-One and 62/100 Dollars (\$283,481.62); Payroll for the period ending 08/15/15, signed and dated 08/28/15, in the total amount of Two Hundred Eight Thousand One Hundred Seventy-Seven and 97/100 Dollars (\$208,177.97); Claims dated 08/14/15, signed 08/14/15, check nos. 51976797 through 51976845, and wire #16090480, in the total amount of Three Hundred Twenty-Two Thousand Four Hundred Forty and 76/100 Dollars (\$322,440.76); and Claims dated 08/31/15, signed 08/28/15, check nos. 51976846 through 51976922, and wire #3794733, check no. 51976857 voided, in the total amount of Four Hundred Ninety-Five Thousand Eight Hundred Fourteen and 69/100 Dollars (\$495,814.69).
- B.** Confirm Christopher Platt's appointment to the Economic Development Commission for a four-year term ending January 31, 2019.
- C.** Authorize the City Manager to award the 2015 Asphalt Hot Patching Contract to Puget Paving Construction, Inc. in the amount of \$59,572.26 and execute all necessary contract documents.
- D.** Adopt a resolution declaring certain equipment surplus and authorize its sale. **(RESOLUTION NO. 787)**
- E.** Adopt a resolution ratifying the City's contract with Cerium for emergency replacement of the City's telephone system. **(RESOLUTION NO. 788)**

The motion carried.

COUNCIL CONSIDERATION

10. PUBLIC HEARING: SIX-YEAR TRANSPORTATION IMPROVEMENT PLAN

Staff Report – City Engineer Ecklund presented the proposed amendments to the City's Six-Year Transportation Improvement Plan (TIP) for years 2016-2021 and identified the primary changes to the project list.

The City of University Place is required by State law to adopt and annually update a Six-Year Transportation Improvement Plan (TIP). However, the approval of the Six-Year Transportation Improvement Plan does not commit the City to any financial expenditure; rather, each project is reviewed individually by the City Council in each relevant budget cycle as a component of the Capital Improvement Plan. Its approval, however, does create eligibility for the City to apply for various grant opportunities, and provides an indication of the City's planning direction for transportation needs.

City Engineer Ecklund also addressed concerns identified by Council at its August 17 meeting with regard to the projects associated with 37th Street between Bridgeport and Sunset, the elimination of the sidewalk along the south side of 37th Street, and the requirement for a 2/3 majority vote for projects 41 and 53.

Public Comment – The following individual provided comment on the matter: *Anthony Paulson, 9201 61st Street Court West.*

Council Consideration – **MOTION:** By Councilmember Worthington, seconded by Councilmember Grassi to amend the Six-Year Transportation Improvement Plan in its current draft to add “and intersection improvements” in the description for Project #11.

The motion carried.

MOTION: By Councilmember Belleci, seconded by Councilmember Nye, to adopt the resolution approving the amended Six-Year Transportation Improvement Plan for years 2016-2021.

The motion carried. (RESOLUTION NO. 789)

11. MAYOR'S REPORT

Mayor McCluskey reminded the public to stay safe as the daylight hours get short. She also shared a citizen comment she read on the News Tribune about the City's display of flowers in the Town Center.

The regular business meeting was adjourned at 7:28 p.m. The City Council reconvened and recessed to study session at 7:37 p.m., after taking a ten-minute break.

STUDY SESSION

12. SCHOOL RESOURCE OFFICER INTERLOCAL AGREEMENT

Public Safety Manager Hales presented the proposed School Resource Officer (SRO) Agreement, highlighting program enhancements that have been added to the 2015 Agreement. City Attorney Victor pointed out the unique feature of the Agreement that is not typical of SRO agreements – a mutuality of obligation and consideration – it's more of a partnership than it is a contract for service. A key feature of the City's agreement with the University Place School District is the Police Department's ability to use the SRO to supplement the City's patrol shift as necessary. This adds to significant cost savings and is a valuable force multiplier.

Discussion followed with regard to the cost sharing between the City and the University Place School District, contract expectations and benefits, and the bargaining process.

13. ADJOURNMENT

The meeting adjourned at 8:12 p.m. No other action was taken.

Submitted by,

Emy Genetia
City Clerk

**CITY OF UNIVERSITY PLACE
DRAFT MINUTES
Special Meeting of the City Council
Monday, September 14, 2015
City Hall, Windmill Village**

1. CALL SPECIAL MEETING TO ORDER

Mayor McCluskey called the Special Meeting to order at 6:30 p.m.

Attendance was noted as follows: Councilmember Belleci, Councilmember Grassi, Councilmember Keel, Councilmember Nye, Mayor Pro Tem Figueroa, and Mayor McCluskey.

Staff Present: City Manager Sugg, City Attorney Victor, City Engineer Ecklund, Executive Director/ACM Faison, Public Works Director Cooper, Deputy Finance Director Blaisdell, and City Clerk Genetia.

MOTION: By Councilmember Grassi, seconded by Councilmember Belleci, to excuse the absence of Councilmember Worthington.

The motion carried.

COUNCIL CONSIDERATION

2. GARAGE PAINTING AND WAYFINDING PROJECT BID AWARD

Staff Report – City Engineer Ecklund recommended awarding the bid for the Garage Painting and Wayfinding project to Lower 48 Contracting/Painting, Inc., who submitted the lowest responsive, responsible bid of the six received by the City, in the amount of \$33,970.00.

This project includes painting and wayfinding for the three-story garage and is funded through Local Revitalization Fund (LRF) monies under the Garage/Elevator Improvements LRF project.

Public Comment – None.

Council Consideration – **MOTION:** By Councilmember Belleci, seconded by Councilmember Grassi, to authorize the City Manager to award the Garage Painting and Wayfinding project to Lower 48 Contracting/Painting, Inc. in the amount of \$33,970.00 and execute all necessary documents.

The motion carried.

3. ADJOURNMENT

The meeting adjourned at 6:38 p.m. No other action was taken.

Submitted by,

Emy Genetia
City Clerk

CITY OF UNIVERSITY PLACE PROCLAMATION

WHEREAS, National Preparedness Month creates an important opportunity for every resident of the City of University Place to prepare their homes, businesses, and communities for any type of emergency from natural disaster to potential terrorist attacks; and

WHEREAS, September 2015 was the 14th anniversary of the September 11th terrorist attacks, and is a time to reflect on those who lost their lives and loved ones during this tragic event; and

WHEREAS, no community is truly prepared for a disaster, investing in the preparedness of ourselves, our families, businesses and communities can reduce fatalities and economic devastation in our communities and in our nation; and

WHEREAS, emergency preparedness is the responsibility of every citizen of the City of University Place and all citizens are urged to make preparedness a priority and work together, as a team, to ensure that individuals, families, and communities are prepared for disaster and emergencies of any type; and

WHEREAS, all citizens of the City of University Place are encouraged to participate in the citizen preparedness activities and asked to review the Ready campaign's Web sites at ready.gov or listo.gov (in Spanish) and become more prepared.

NOW, THEREFORE, the City Council of the City of University Place does hereby proclaim September, 2015 as National Preparedness Month, and encourages all citizens and businesses to develop their own emergency preparedness plan, and work together toward creating a more prepared society.

PROCLAIMED BY THE CITY COUNCIL OF THE CITY OF UNIVERSITY PLACE, WASHINGTON, ON SEPTEMBER 21, 2015.

Denise McCluskey, Mayor

ATTEST:

Emy Genetia, City Clerk

CERTIFICATE OF RECOGNITION

THE CITY COUNCIL OF THE CITY OF UNIVERSITY PLACE RECOGNIZES

LISA HANDS

FOR VOLUNTEERING ON THE CITY'S WELLNESS COMMITTEE TO BENEFIT HER FELLOW EMPLOYEES WHILE GOING ABOVE AND BEYOND HER EVERYDAY DUTIES. THROUGH IMPLEMENTATION OF BEHAVIORAL AND EDUCATIONAL PROGRAMS, THE WELLNESS COMMITTEE MOTIVATED EMPLOYEE PARTICIPATION TO ACHIEVE AND MAINTAIN GOOD HEALTH. THE CITY'S COMMITMENT TO EMPLOYEE HEALTH RESULTED IN THE CITY RECEIVING THE 2015 AWC WELLCITY AWARD.

DENISE MCCLUSKEY, MAYOR

DATED: SEPTEMBER 21, 2015



CERTIFICATE OF RECOGNITION

THE CITY COUNCIL OF THE CITY OF UNIVERSITY PLACE RECOGNIZES

LISA PETORAK

FOR VOLUNTEERING ON THE CITY'S WELLNESS COMMITTEE TO BENEFIT HER FELLOW EMPLOYEES WHILE GOING ABOVE AND BEYOND HER EVERYDAY DUTIES. THROUGH IMPLEMENTATION OF BEHAVIORAL AND EDUCATIONAL PROGRAMS, THE WELLNESS COMMITTEE MOTIVATED EMPLOYEE PARTICIPATION TO ACHIEVE AND MAINTAIN GOOD HEALTH. THE CITY'S COMMITMENT TO EMPLOYEE HEALTH RESULTED IN THE CITY RECEIVING THE 2015 AWC WELLCITY AWARD.

DENISE MCCLUSKEY, MAYOR

DATED: SEPTEMBER 21, 2015



CERTIFICATE OF RECOGNITION

THE CITY COUNCIL OF THE CITY OF UNIVERSITY PLACE RECOGNIZES

LINDA SEESZ

FOR VOLUNTEERING ON THE CITY'S WELLNESS COMMITTEE TO BENEFIT HER FELLOW EMPLOYEES WHILE GOING ABOVE AND BEYOND HER EVERYDAY DUTIES. THROUGH IMPLEMENTATION OF BEHAVIORAL AND EDUCATIONAL PROGRAMS, THE WELLNESS COMMITTEE MOTIVATED EMPLOYEE PARTICIPATION TO ACHIEVE AND MAINTAIN GOOD HEALTH. THE CITY'S COMMITMENT TO EMPLOYEE HEALTH RESULTED IN THE CITY RECEIVING THE 2015 AWC WELLCITY AWARD.

DENISE MCCLUSKEY, MAYOR

DATED: SEPTEMBER 21, 2015



APPROVAL OF CONSENT AGENDA

FINAL CHECK LISTING
CITY OF UNIVERSITY PLACE

Check Date: 08/28/15

Check Range: 51976923
and Wire #: _____

Claims Approval

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the City of University Place, and that I am authorized to authenticate and certify to said claim.

I also certify that the following list of checks were issued to replace previously issued checks that have not been presented to the bank for payment. The original check was voided and a replacement check issued.

Vendor Name

Replacement Check #

Original Check #

Auditing Officer: _____ (Signature on file.)

Date: 09/11/15

Bank : bofa BANK OF AMERICA

<u>Check #</u>	<u>Date</u>	<u>Vendor</u>	<u>Invoice</u>	<u>Inv Date</u>	<u>Description</u>	<u>Amount Paid</u>	<u>Check Total</u>
51976923	8/31/2015	025766 H. YORK ENTERPRISES, LLC	5018	6/18/2015	GARAGE ELEVATOR/PLANK CEIL	6,782.18	
	Voucher:	39327	5019	6/18/2015	CREDIT MEMO/ALLOWANCES/PL	-349.61	6,432.57
Sub total for BANK OF AMERICA:							6,432.57

1 checks in this report.

Grand Total All Checks: 6,432.57

FINAL CHECK LISTING
CITY OF UNIVERSITY PLACE

Check Date: 09/15/15

Check Range: 51976924-51976979
and Wire #: _____

Claims Approval

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the City of University Place, and that I am authorized to authenticate and certify to said claim.

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Vendor Name

Replacement Check #

Original Check #

Auditing Officer: _____ (Signature on file.)

Date: 09/11/15

Bank : bofa BANK OF AMERICA

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
51976924	9/15/2015	022582	AARON PACKAGING	58100	8/12/2015	HONEY BOTTLES & LIDS/CIDER	489.73	489.73
		Voucher: 39328						
51976925	9/15/2015	001000	ABC LEGAL MESSENGERS INC	MMFWA00061500	8/31/2015	LEGAL DELIVERY SERVICE	50.00	50.00
		Voucher: 39329						
51976926	9/15/2015	025715	ABM JANITORIAL SERVICES	8362720	8/1/2015	AUG15/JANITORIAL SERVICES	3,831.65	3,831.65
		Voucher: 39330						
51976927	9/15/2015	001818	APEX ENGINEERING PLLC	201552204	8/13/2015	SURVEY & ENGINEERING/AMEN	1,120.00	
		Voucher: 39331		201552213	8/13/2015	ALTA SURVEY LOT 1, 2 AND 11	480.00	1,600.00
51976928	9/15/2015	023411	AUTOZONE, INC.	1164446035	8/20/2015	MISC PARTS/PW SHOP	43.98	43.98
		Voucher: 39332						
51976929	9/15/2015	002333	BANK OF AMERICA	548001400009914	8/22/2015	MASTERCARD/8-22-15	11,906.52	11,906.52
		Voucher: 39333						
51976930	9/15/2015	022175	BARRETT, BILL	REIMB	8/25/2015	REIMB/MISC SUPPLIES/CORE~	37.88	37.88
		Voucher: 39334						
51976931	9/15/2015	001182	BIG JOHN'S TROPHIES	129389	8/25/2015	NAME TAGS//COUNCIL	41.57	41.57
		Voucher: 39335						
51976932	9/15/2015	025428	CAPITAL ONE COMMERCIAL/COS7003-7301-0003-1		8/26/2015	7003-7301-0003-1024/COSTCO	831.93	831.93
		Voucher: 39336						
51976933	9/15/2015	001152	CENTURYLINK	253-584-0775	9/1/2015	PHONE/KOBAYASHI	49.75	
		Voucher: 39337		206-Z20-0051	8/20/2015	PHONES/CITY WIDE	2,616.01	2,665.76
51976934	9/15/2015	001152	CENTURYLINK	1349864028	8/23/2015	PHONES/LONG DISTANCE & INT	1,541.94	1,541.94
		Voucher: 39338						
51976935	9/15/2015	025729	CHARLIE'S SAFARI	UPLAY-082115	8/21/2015	ADMISSION FEE/FIELD TRIP/CAM	634.81	634.81
		Voucher: 39339						
51976936	9/15/2015	025790	CITY OF TOPPENISH	AUG15	9/2/2015	AUG15/JAIL SERVICES	3,426.72	3,426.72
		Voucher: 39340						

Bank : bofa BANK OF AMERICA

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
51976938	9/15/2015	001024 CITY TREASURER	100385145	8/24/2015	WATER/3800 74TH AVE W	2,775.22	
	Voucher:	39341	100068203	8/28/2015	POWER/3715 BP WAY W	1,690.31	
			100110228	9/2/2015	POWER/3715 BP WAY W, #B5	920.78	
Void Check # 51976937 - City Treasurer Check Stub Overrun			100565439	8/24/2015	WATER/3761 BP WAY W	525.59	
			100052902	9/2/2015	WATER & POWER/3715 BP WAY W	385.47	
			100668525	8/25/2015	WATER/4499 ALAMEDA AVE W	319.50	
			100668518	9/3/2015	WATER/9600 64TH ST W	230.42	
			100668506	8/31/2015	WATER/5700 HANNAH PIERCE R	202.91	
			100142834	9/2/2015	WATER/3715 BP WAY W	172.16	
			100751205	9/2/2015	WATER/3555 MARKET PL W, HSE	172.16	
			100892486	8/31/2015	POWER/6400 BP WAY W	158.42	
			100386367	8/24/2015	POWER/7223 40TH ST W	140.81	
			100897062	9/2/2015	WATER/3600 DREXLER DR W	127.44	
			100312961	9/2/2015	POWER/3715 BP WAY W, #A3	107.81	
			100668522	9/8/2015	WATER/8902 CHAMBERS CK RD	77.24	
			100864411	8/24/2015	POWER/6730 40TH ST CT W	75.04	
			100495884	9/2/2015	POWER/3625 DREXLER DR W	66.63	
			100696565	8/25/2015	POWER/4609 ALAMEDA AVE W	61.89	
			100312960	9/2/2015	POWER/3715 BP WAY W, #A2	59.09	
			100104132	8/26/2015	POWER/3503 67TH AVE W	58.76	
			100573267	8/25/2015	POWER/4727 ALAMEDA AVE W	56.92	
			100312960	8/4/2015	POWER/3715 BP WAY W, #A2	56.00	
			100714386	9/2/2015	POWER/3609 MARKET PL W, #20	50.99	
			100105615	9/2/2015	POWER/3503 BP WAY W	48.17	
			100185134	8/20/2015	POWER/4401 67TH AVE W	46.41	
			100060658	8/26/2015	POWER/3510 67TH AVE W	41.70	
			100456986	8/31/2015	POWER/5918 HANNAH PIERCE F	39.97	
			100165190	8/24/2015	POWER/3761 BP WAY W	37.73	
			100156353	9/2/2015	POWER/7720 BP WAY W	31.90	
			100533758	8/31/2015	POWER/5418 CIRQUE DR W	31.49	
			100312900	9/2/2015	POWER/3715 BP WAY W, #E3	30.72	
			100737857	9/3/2015	POWER/2101 MILDRED ST W	29.20	
			100445063	9/2/2015	POWER/3715 BP WAY W, #E2	28.33	
			100302273	8/4/2015	POWER/3715 BP WAY W, #D2	19.07	
			100079031	9/2/2015	POWER/3715 BP WAY W, #D4	19.07	

Bank : bofa BANK OF AMERICA

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
			100302273	9/2/2015	POWER/3715 BP WAY W, #D2	19.07	
			100079046	9/2/2015	POWER/3715 BP WAY W, #D5	19.00	
			100312905	9/2/2015	POWER/3715 BP WAY W, #A-3A	19.00	
			100312959	9/8/2015	POWER/3715 BP WAY W, #A-1	19.00	
			100802489	9/2/2015	POWER/3904 BP WAY W	11.15	
			100086165	9/2/2015	POWER/7813 44TH ST W	3.72	
			100086155	9/2/2015	POWER/7801 40TH ST W	3.72	
			100083115	8/24/2015	POWER/4000 67TH AVE W	41.95	9,031.93
51976939	9/15/2015	001140 CITY TREASURER	90639682	8/3/2015	TAGRO TOP DRESSING/BALLFIE	2,604.24	
		Voucher: 39342	90641373	8/7/2015	JUL15/HYDRANT STANDBY & CO	252.45	2,856.69
51976940	9/15/2015	023162 COLUMBIA FORD	3-G018	8/25/2015	REPLACEMENT TRUCK/F450/PW	34,056.02	34,056.02
		Voucher: 39343					
51976941	9/15/2015	023782 COMPLETE OFFICE SOLUTIONS,	1249625-0	8/11/2015	TONER CARTRIDGE	496.92	
		Voucher: 39344	1251036-0	8/13/2015	COPY PAPER	318.05	
			1248144-0	8/6/2015	TONER CARTRIDGES	163.01	
			1249594-0	8/11/2015	COPY PAPER	72.20	
			1255884-0	8/27/2015	MISC OFFICE SUPPLIES/FINANC	61.93	
			1249142-0	8/10/2015	COPY PAPER	55.15	
			1253672-0	8/21/2015	AIR DUSTER & PRE-MOISTENED	45.18	
			1253670-0	8/21/2015	CALCULATOR & EXPO MARKERS	28.35	
			1249142-1	8/11/2015	GEL PENS	19.05	1,259.84
51976942	9/15/2015	024347 COPIERS NORTHWEST, INC.	INV1251416	8/25/2015	MAY22-AUG21/OVERAGE CHARC	127.52	
		Voucher: 39345	INV1251415	8/25/2015	AUG22-SEP21/LEASE PAYMENT/	105.46	232.98
51976943	9/15/2015	003099 DIAMOND COMMUNICATIONS, IN	15-354	8/17/2015	TROUBLESHOOT DOWN PHONE	700.16	700.16
		Voucher: 39346					
51976944	9/15/2015	003203 EVERSON'S ECONO VAC INC.	075454	7/31/2015	CCTV INSPECTION/LOCATE BUF	425.00	425.00
		Voucher: 39347					
51976945	9/15/2015	002568 FIRST STUDENT	229-C064756	8/28/2015	BUS/WOODLAND PARK ZOO/CAI	599.00	599.00
		Voucher: 39348					
51976946	9/15/2015	021618 GFOA	2796086	8/26/2015	L BLAISDELL/ADVANCED FINANC	522.00	
		Voucher: 39349	2796105	8/26/2015	L BLAISDELL/ACCTING FOR PEN	333.00	
			2796088	8/26/2015	L BLAISDELL/EVALUATING INTEF	333.00	1,188.00
51976947	9/15/2015	001858 GRAY LUMBER COMPANY	13007	7/23/2015	FENCING MATERIALS/HOMESTE	1,122.07	1,122.07
		Voucher: 39350					

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(Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total	
51976948	9/15/2015	025429	HARBOR GREENS UP LLC	4	9/8/2015	BOX LUNCHES/DINNER/COUNCI	59.01	59.01
		Voucher: 39351						
51976949	9/15/2015	001222	HOME DEPOT CREDIT SERVICES6035-3225-0105-0		8/28/2015	MISC PARTS/TRAFFIC COUNTEF	6.80	6.80
		Voucher: 39352						
51976950	9/15/2015	001223	HUMANE SOCIETY OF TACOMA	IVC0001512	9/1/2015	SEP15/BOARDING CONTRACT	100.00	100.00
		Voucher: 39353						
51976951	9/15/2015	001374	INTERWEST METALS, INC.	91844	8/5/2015	25' 3" ALUMINUM CHANNEL/PARI	135.79	135.79
		Voucher: 39354						
51976952	9/15/2015	025784	JR ABBOTT CONSTRUCTION INC 7		9/2/2015	UP MAIN STREET REDEVELOPM	3,570.38	3,570.38
		Voucher: 39355						
51976953	9/15/2015	022801	KATE MCDERMOTT	090115	9/1/2015	JUL-AUG15/TALKING UP NEWSLI	300.00	300.00
		Voucher: 39356						
51976954	9/15/2015	021616	KELLEY IMAGING SYSTEMS	17473428	8/27/2015	LEASE/SHARP MX-5111N COPIEF	378.20	378.20
		Voucher: 39357						
51976955	9/15/2015	023289	KIDZ LOVE SOCCER	2015SU-F86	9/4/2015	SUMMER 2015/SOCCER INSTRU	5,628.75	5,628.75
		Voucher: 39358						
51976956	9/15/2015	025841	KLEBER, AMANDA	MILEAGE	8/26/2015	MILEAGE REIMB/JUN & JUL 2015	48.76	48.76
		Voucher: 39359						
51976957	9/15/2015	001960	KROGER - FRED MEYER STORES700070		8/15/2015	CUSTOMER # 700070/MISC PURC	197.43	197.43
		Voucher: 39360						
51976958	9/15/2015	024217	MAYES TESTING ENGINEERS,INC0715T14263		7/31/2015	TESTING & INSPECTION SERVIC	917.50	917.50
		Voucher: 39361						
51976959	9/11/2015	025747	MCVAY, CORY	SEP15/WACE COI	8/26/2015	PER DIEM & MILEAGE/WACE FAI	269.67	269.67
		Voucher: 39362						

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
51976960	9/15/2015	001378	MOUNTAIN MIST WATER	000131289	8/28/2015	#075361/BOTTLED WATER/CITY I	28.25
	Voucher:	39363		000104376	8/14/2015	#075361/BOTTLED WATER/PW SI	26.50
				000131278	8/28/2015	#073561/BOTTLED WATER/REC I	26.50
				000131284	8/28/2015	#075361/BOTTLED WATER/PW SI	23.00
				000104398	8/14/2015	#066460/BOTTLED WATER/FITNE	14.31
				000104397	8/14/2015	#065205/BOTTLED WATER/COUM	14.31
				000104378	8/14/2015	#068332/BOTTLED WATER/CM O	12.22
				000133262	8/27/2015	#073561/BOTTLED WATER/REC I	8.75
				000110043	8/18/2015	#031650/BOTTLED WATER/SR CE	7.25
				000131287	8/28/2015	#068332/BOTTLED WATER/CM O	6.75
				000135171	8/27/2015	#075361/BOTTLED WATER/CITY I	2.28
				000134681	8/27/2015	#068332/BOTTLED WATER/CM O	1.00
				000134607	8/27/2015	#066460/BOTTLED WATER/FITNE	1.00
				000134566	8/27/2015	#065205/BOTTLED WATER/COUM	1.00
				000133832	8/27/2015	#031650/BOTTLED WATER/SR CE	1.00
				000104381	8/14/2015	#075361/BOTTLED WATER/CITY I	42.25
							216.37
51976961	9/15/2015	001095	NEWS TRIBUNE	I01834075-071720	7/17/2015	ADVERTISEMENT/ORCHARD CO	174.24
	Voucher:	39364		I01856313-073120	7/31/2015	ADVERTISEMENT/ORCHARD CO	174.24
				M-3204013-08302	8/30/2015	FINANCE CHARGE	5.23
							353.71
51976962	9/15/2015	001096	NORTHWEST CASCADE, INC.	2-1303339	8/5/2015	PORTA POTTY RENTAL/SKATE P	144.00
	Voucher:	39365		2-1305007	8/6/2015	PORTA POTTY RENTAL/CURRAN	124.00
							268.00
51976963	9/15/2015	025867	O'CONNOR CONSULTING GROU	F15-231-HR	8/24/2015	MARKET FEASIBILITY STUDY/PA	7,500.00
	Voucher:	39366					7,500.00
51976964	9/15/2015	003178	OWENS PRESS, INC.	26159	9/4/2015	SEP-OCT15/HEADLINES	4,982.08
	Voucher:	39367					4,982.08
51976965	9/15/2015	025882	PEDERSEN, SUSAN KAY	REFUND	9/8/2015	REFUND/BUSINESS LICENSE~	50.00
	Voucher:	39368					50.00
51976966	9/15/2015	001109	PIERCE COUNTY BUDGET & FIN	CI-206443	8/31/2015	AUG15/POLICE SERVICES	266,617.47
	Voucher:	39369		CI-206225	8/18/2015	JUL15/ANIMAL CONTROL & SHEI	10,641.82
				CI-206266	8/20/2015	UP PARTICIPATION/WEEKLY TRA	480.00
				CI-206355	8/26/2015	SWLE/UTLITIES TIME & MATERIA	82.05
							277,821.34
51976967	9/15/2015	024698	PIERCE COUNTY SECURITY, INC.	297068	8/5/2015	#9206/JUL15/SECURITY/KOBAYA	150.00
	Voucher:	39370		297009	8/5/2015	#9205/JUL15/SECURITY/CIRQUE	150.00
							300.00

Bank : bofa BANK OF AMERICA

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Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
51976968	9/15/2015	001588	PIERCE COUNTY SEWER	00664685	9/1/2015	SEWER/4951 GRANDVIEW DR W	144.99
	Voucher:	39371		00566276	9/1/2015	SEWER/3715 BP WAY W	144.99
				00000591	9/1/2015	SEWER/2534 GRANDVIEW DR W	62.34
				01571443	9/1/2015	SEWER/7520 CIRQUE DR W	32.28
				01576739	9/1/2015	SEWER/3609 MARKET PL W/RET	32.28
				01576721	9/1/2015	SEWER/3609 MARKET PL W/RET	32.28
				01576712	9/1/2015	SEWER/3609 MARKET PL W/RET	32.28
				01633279	9/1/2015	SEWER/1902 SEAVIEW AVE W	17.26
				01512692	9/1/2015	SEWER/3555 MARKET PL W	17.26
				00604682	9/1/2015	SEWER/2917 MORRISON RD W	17.26
							533.22
51976969	9/15/2015	001161	PUGET SOUND ENERGY CORP	300000009641	8/31/2015	GAS/3715 BP WAY W, #D2 & #A3	79.74
	Voucher:	39372		200000971479	8/25/2015	GAS/4910 BRISTONWOOD DR W	62.88
				300000010987	8/31/2015	GAS/3715 BP WAY W, #E2	52.97
				200017087624	8/28/2015	GAS/2534 GRANDVIEW DR W	47.48
				200014542258	8/27/2015	GAS/7450 MARKET SQ W	35.38
							278.45
51976970	9/15/2015	003008	SPRAGUE PEST SOLUTIONS INC	2652949	8/12/2015	PEST CONTROL/SENIOR CENTE	43.76
	Voucher:	39373					43.76
51976971	9/15/2015	002613	SUPERIOR LINEN SERVICE, INC.	93912	8/26/2015	OFFICE MAT RENTAL/PW SHOP	89.00
	Voucher:	39374					89.00
51976972	9/15/2015	001320	SWINDALE, DAVID J	SEP15/CHELAN	9/8/2015	PER DIEM & MILEAGE/PLANNING	251.55
	Voucher:	39375					251.55
51976973	9/15/2015	001636	THOMSON REUTERS - WEST	832263632	8/1/2015	JUL15/WEST INFORMATION CHA	634.06
	Voucher:	39376					634.06
51976974	9/15/2015	002985	TITUS-WILL FORD	OCS951674	8/12/2015	OIL CHANGE/FORD ESCAPE/PO	48.49
	Voucher:	39377					48.49
51976975	9/15/2015	025336	US BANK	745000006	9/8/2015	CUSTOMER #745000006/AUG15/I	22.00
	Voucher:	39378					22.00
51976976	9/15/2015	002939	WA STATE TREASURER	23201/0034226	8/20/2015	PE LICENSE RENEWAL/STEPHEI	174.00
	Voucher:	39379					174.00
51976977	9/15/2015	024399	WELLS FARGO FINANCIAL LEASING	5002409910	8/19/2015	SEP15-OCT14/RENT/LEXMARK F	95.07
	Voucher:	39380		5002415430	8/23/2015	SEP19-OCT18/LEXMARK PRINTE	95.00
							190.07
51976978	9/15/2015	025880	YAKIMA VALLEY MEMORIAL HOSPITAL	SRN4322490	8/19/2015	MEDICAL EXPENSES/JAIL INMAT	2,631.00
	Voucher:	39381					2,631.00
51976979	9/15/2015	001357	ZUMAR INDUSTRIES INC	0177676	8/12/2015	VARIOUS SIGNS/PW SHOP	2,202.53
	Voucher:	39382		0177784	8/18/2015	1 HR PARKING SIGNS	174.82
							2,377.35

Sub total for BANK OF AMERICA: 388,950.92

55 checks in this report.

Grand Total All Checks: 388,950.92

CITY OF UNIVERSITY PLACE PROCLAMATION

WHEREAS, American Business Women's Day is an official, national holiday occurring September 22 each year; and

WHEREAS, American Business Women's Day is established in 1986 by Congressional Proclamation (Joint Resolution 196) and by Presidential Proclamation 5532 (President Reagan) to recognize the significant and increasing contributions of women to our economy; and

WHEREAS, September 22nd also marks the 1949 founding date of the American Business Women's Association, the mission of which is "to bring together businesswomen of diverse occupations and to provide opportunities for them to help themselves and others grow personally and professionally through leadership, education, networking support and national recognition".

NOW, THEREFORE, the City Council of the City of University Place does hereby proclaim September 22, 2015 as American Business Women's Day to commemorate the important legacy and contributions of the more than 68 million American working women and 7.7 million women business owners. Moreover, it provides an opportunity for ABWA chapters and individual businesswomen to celebrate their accomplishments within the American and global marketplace.

PROCLAIMED BY THE CITY COUNCIL OF THE CITY OF UNIVERSITY PLACE, WASHINGTON, ON SEPTEMBER 21, 2015.

Denise McCluskey, Mayor

ATTEST:

Emy Genetia, City Clerk

**Business of the City Council
City of University Place, WA**

Proposed Council Action:

Adopt a resolution approving an Agreement between the City of University Place and University Place School District for a School Resource Officer.

Agenda No: 9C
Dept. Origin: City Attorney
For Agenda of: September 21, 2015
Exhibits: Resolution
Proposed Agreement

Concurred by Mayor: _____
Approved by City Manager: _____
Approved as to Form by City Atty.: _____
Approved by Finance Director: _____
Approved by Dept. Head: _____

Expenditure Required: \$0.00	Amount Budgeted: \$0.00	Appropriation Required: \$0.00
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SUMMARY / POLICY ISSUES

Since shortly after incorporation, the City and the University Place School District have partnered in a School Resource Officer (SRO) program which places a police officer in schools during the school year. This has been a successful program for the City, School District and the community.

One key feature of our agreement with the U.P. School District is that our Police Department is allowed to utilize the SRO to supplement our patrol shift as necessary during the school year. Because of this right to utilize the SRO as a patrol officer, the City and School District split the cost of the SRO.

The City and School District staff have reviewed the Agreement and Scope of Services, and have significantly revised them based on current circumstances and plans. Both the City and School District's administrations believe continuing the joint SRO program is in the best interests of the community.

RECOMMENDATION / MOTION

MOVE TO: Adopt a resolution approving an Agreement between the City of University Place and University Place School District for a School Resource Officer.

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UNIVERSITY PLACE
APPROVING AN AGREEMENT BETWEEN THE CITY AND UNIVERSITY PLACE
SCHOOL DISTRICT FOR A SCHOOL RESOURCE OFFICER**

WHEREAS, since shortly after incorporation, the City and the University Place School District have partnered in a School Resource Officer (SRO) program which places a police officer in schools during the school year; and

WHEREAS, in many jurisdictions, including University Place, assigning an officer to schools has many benefits, including addressing and deterring criminal conduct in schools, dealing with custody issues which occur in schools, and generally significantly reducing the need for patrol officers to respond to calls for service from schools, particularly high schools, which can generate a significant number of police calls; and

WHEREAS, to maximize the effectiveness of our patrol shifts, the SRO's school focus is very valuable in addressing most school calls and allowing patrol shifts to focus on other matters; and

WHEREAS, the proposed Agreement with the U.P. School District provides that the City's Police Department will be allowed to utilize the SRO to supplement the City's patrol shift as necessary during the school year; and

WHEREAS, because of this right to utilize the SRO as a patrol officer, the City and School District split the cost of the SRO; and

WHEREAS, the City Council and the City and School District administrations believe continuing the joint SRO program is in the best interests of the community,

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF UNIVERSITY PLACE,
WASHINGTON, AS FOLLOWS:**

1. Incorporation. The recitals are hereby incorporated herein as if set forth in full.
2. Agreement Approved. The Agreement with University Place School District for a School Resource Officer is hereby approved.
3. Effective Date. This Resolution shall be effective immediately upon adoption by the City Council.

ADOPTED BY THE CITY COUNCIL ON SEPTEMBER 21, 2015.

Denise McCluskey, Mayor

ATTEST:

Emelita Genetia, City Clerk

APPROVED AS TO FORM:

Steve Victor, City Attorney

**CITY OF UNIVERSITY PLACE AND UNIVERSITY PLACE SCHOOL DISTRICT
SCHOOL RESOURCE OFFICER AGREEMENT**

THIS AGREEMENT is made by and between the City of University Place "City," and the University Place School District "School District."

RECITALS:

A. The City and School District agree that the placement of a police officer within schools during the school year is effective in promoting community safety.

B. For more than ten years, the City and School District have worked together to establish and maintain a successful School Resource Officer (SRO) program.

C. After reviewing and revising the SRO program, the City and School District find it in their best interest to continue the program through this Agreement.

THEREFORE, THE PARTIES AGREE AS FOLLOWS:

1. The City and School District agree to continue the SRO program which involves the assignment of one Police Officer (the SRO) within the schools. The services provided by an SRO are described in Addendum A, attached. The City contracts separately with Pierce County for Police Services. The SRO will be a part of the University Place Police contingent under the City's contract with Pierce County. The SRO will remain an employee of Pierce County.

2. The delivery of SRO services, standards of performance, discipline of officers, supervision and control of SRO personnel, and other matters incidental to the performance of such services shall remain under the control of the City and shall be governed by the Contract, and its amendments, between the City and Pierce County for police services.

3. The City, through its contract with Pierce County, shall furnish and supply all labor, supervision, equipment, training and supplies, necessary for the SRO.

4. The School District shall not assume any liability for the direct payment of any salaries, wages, or other compensation to an SRO performing the services provided hereunder. Any overtime for the SRO requested by the School District will be billed to the School District by Pierce County at the County's actual costs for overtime. Off-duty employment agreements shall be between the School District and the SRO. Except as otherwise specified herein, the School District shall not be liable for compensation for wages or indemnity to any Pierce County employee for injury or sickness arising out of his/her employment under this Agreement.

5. Unless sooner terminated as provided for herein, this Agreement shall be effective September 1, 2015 to June 30, 2016. At the option of the City and the School District, this Agreement may be renewed by mutual written agreement.

6. The School District will participate in funding one (1) SRO for the duration of this Agreement in the amount of \$58,458.00, to be billed in ten monthly installments. The School District acknowledges that its portion of the cost of the SRO, as set forth above, is based on 50% of the total cost of the SRO for three quarters (¾) of the year (school year).

7. The City will invoice the District monthly for SRO services. The District shall remit payment to the City within thirty (30) days after receipt of an invoice.

8. In the City's discretion, the SRO may be assigned to staff patrol or necessary training on days when school is in session, with no adjustment in cost allocation between the parties.

9. As part of its compliance with all applicable laws and regulations relating to employee hiring, the parties agree that the County Civil Service Rules which prohibit discrimination on the basis of non-merit factors, shall for purpose of this Agreement, be read and understood by the School District. Furthermore, this Agreement shall be subject to all laws, rules, and regulations of the United States of America, State of Washington, the County of Pierce, and the City of University Place.

10. Either party may, in writing, request changes to this Agreement. Any and all agreed modifications must be in writing, signed by each of the parties, and affixed to this Agreement.

11. The City or the School District may terminate this Agreement in whole or in part whenever the City or the School District determines, in its sole discretion, that such termination is in the best interests of the City or the School District. An equitable adjustment in the contract price will be made so that the School District pays only for the period in which service was provided. Termination of this Agreement by the City or School District at any time during its term, whether for default or convenience, shall not constitute a breach of contract by the City or School District. Each party agrees to give the other at least 30 days' prior written notice if it intends to terminate this Agreement.

12. In the event of litigation arising out of the construction or interpretation of any of the terms of this Agreement, the venue of such litigation shall be in the courts of the State of Washington, with venue in Pierce County. This Agreement shall be governed by the laws of the State of Washington.

13. Differences between the School District and the City arising under and by virtue of the contract documents, shall be brought to the attention of the City or School District at the earliest possible time in order that such matters may be settled or other appropriate action promptly taken.

14. Laws involving confidentiality govern both the School District and the City. Both the School District and the City agree that its employees, subcontractors, and others shall maintain the confidentiality of all information provided by the other to the extent authorized to do so by the laws governing each. The federal Buckley Act governs the School District and the City understands that this act and other state and federal laws will restrict the issuance of certain information to the City. The School District likewise understands that certain intelligence information is to remain confidential and in the sole control of the City. Each agency agrees to respect the requirement imposed on the other and in the event of any judicial action being taken, to promptly notify the other of any attempt to seek disclosure of information.

15. The School District agrees to defend, indemnify and save harmless the City, its appointed and elective officers and employees, from and against all loss or expense, including but not limited to judgments, settlements, attorney's fees and costs by reason of any and all claims and demands upon the City, its elected or appointed officials or employees for damages because of personal or bodily injury, including death, at any time resulting therefrom, sustained by any person or persons and on account of damage to property including loss of use thereof, whether such injury to persons or damage to property is due to the negligence of the School District, its subcontractors, its successor or assigns, or its or their

agent, servants, or employees, the City, its appointed or elected officers, employees or their agents, except only such injury or damage as shall have been occasioned by the sole negligence of the City, its appointed or elected officials or employees. It is further provided that no liability shall attach to the City by reason of entering into this contract, except as expressly provided herein.

16. Except as set forth elsewhere in the Agreement, for all purposes under this Agreement, except service of process, notice shall be given by the School District to the City of University Place, Attention: City Manager, 3715 Bridgeport Way W. University Place, WA, 98466. Notice may be given by delivery to the City Clerk or by depositing in the US mail, first class, postage prepaid.

17. Except as set forth elsewhere in the agreement, for all purposes under this Agreement, except service of process, notice shall be given by the City to the Superintendent of the University Place School District, 3717 Grandview Drive W, University Place, WA 98466. Notice may be given by delivery or by depositing in the U.S. Mail, first class, postage prepaid.

18. If any term or condition of this Agreement or the application thereof to any persons(s) or circumstances is held invalid, such invalidity shall not affect other terms, conditions, or applications which can be given without the invalid term, condition, or application. The terms and conditions of this Agreement are declared severable.

19. Waiver of any breach or condition of this Agreement shall not be deemed a waiver of any prior or subsequent breach. No term or condition of this Agreement shall be held to be waived, modified or deleted except by an instrument, in writing, signed by the parties hereto.

20. This written Agreement represents the entire agreement between the parties and supersedes any prior oral statements, discussions, or understanding between the parties.

IN WITNESS WHEREOF, this Agreement has been executed by each party on the date set forth below:

UNIVERSITY PLACE SCHOOL DISTRICT

CITY OF UNIVERSITY PLACE

By: _____
_____ *Print name*
_____ *Title*

By: _____
Stephen P. Sugg
City Manager

Approved as to form:

Steve Victor, City Attorney

City of University Place

School Resource Officer Contract

Exhibit A - updated 2015

Program Goal:

The goals of the School Resource Officer (SRO) Program are:

- To improve the relationship between University Place Police and the University Place School District
- To promote and facilitate a reduction in crime and improve security at all eight UPSD schools and administration sites.
- To improve the quality of education in University Placed School District by providing support for school safety and security.
- To alleviate pressure on City police operations in the city by providing a dedicated staff person to handle crime and nuisance issues in and around UPSD schools.

Program Benefits:

The SRO Program should help reduce crimes in the schools and in the community. It will do so by intervening earlier in the delinquency pattern as well as offering a positive role model. The physical security of the schools will also be improved. The SRO will serve as a liaison between the University Place Police Department and school administrators, staff, parents and students in the University Place School District.

SRO Duties:

- Conduct preliminary investigations of crimes that have occurred on or off campus involving students from any school district and are reported at UPSD schools.
- Assist the University Place Police in conducting follow up investigations involving students of the University Place School District.
- Coordinate or provide training to school staff and students, upon request. Topics may include, but are not limited to, dangers of drug use (including marijuana), personal safety, cyber safety, overall crime prevention and emergency response.
- Provide assistance to all UPSD personnel on law enforcement concerns and assist with providing a solution.
- Maintain a close working relationship by sharing school information with other UPPD personnel on matters of mutual interest.
- Assist UPSD to identify safety issues and help resolve problems related to student behavior, safety concerns and security problems.

- Handle traffic complaints involving UPSD traffic problems and intervention with any problem student drivers, both on and off school property.
- Work with UPSD personnel on matters of concern and provide them with training to enhance school and personal security.
- Develop mentor relationships with students when possible
- Work flexible or adjusted shifts to accommodate school related events; evening meetings, presentations, athletic events, etc.
- SRO's will avoid vacation when school is in session and plan to take vacation when the schools are on break or outside of the school year.
- Work with schools to engage parents and students on ways to creatively and proactively address juvenile nuisance and criminal issues.
- Liaison with UPSD Director of Safety and Operations for districtwide disaster preparedness.
- Support UPSD administrators and families to resolve custody issues and parenting plan conflicts that impact a student's education.
- Assist UPSD administrators in their efforts to increase student attendance and decrease truancy
- Serve as a liaison with the court system and neighboring police departments as needed.
- Provide assistance to UPSD related to school security technology, procedures, training and response.
- Attend trainings related to SRO work with approval from the Chief of Police.

School Duties:

- Collaborate with UP Police on "early out" days to minimize impact of these early releases on the UP community
- Collaborate with city, county and regional groups to promote emergency preparedness. Provide the SRO with access to all UPSD sites.
- Provide the SRO with student and family information, as appropriate, to assist in the resolution of safety and/or criminal issues.
- Meet quarterly with the SRO and UP Police officials to discuss student health and safety concerns and other community problems involving youth, families and/or schools.

Attachment 1 - Cost Sharing Spreadsheet

One School Resource Officer: September 2015 - August 2016

	Amount Charged By Pierce County	Minus Grant Funding	=	Net Cost			
September	\$12,736	\$0	=	\$12,736			
October	\$12,736	\$0	=	\$12,736			
November	\$12,736	\$0	=	\$12,736			
December	\$12,736	\$0	=	\$12,736			
January	\$13,118	\$0	=	\$13,118			
February	\$13,118	\$0	=	\$13,118			
March	\$13,118	\$0	=	\$13,118			
April	\$13,118	\$0	=	\$13,118			
May	\$13,118	\$0	=	\$13,118			
June	\$13,118	\$0	=	\$13,118			
July	\$13,118	\$0	=	\$13,118			
August	\$13,118	\$0	=	\$13,118			
Subtotal for 2015-2016:	\$155,888	\$0		\$155,888			
	Net Cost	X	3/4 Year	X	1/2 Day	=	School District Share
September	\$12,736	X	0.75	X	0.5	=	\$4,776
October	\$12,736	X	0.75	X	0.5	=	\$4,776
November	\$12,736	X	0.75	X	0.5	=	\$4,776
December	\$12,736	X	0.75	X	0.5	=	\$4,776
January	\$13,118	X	0.75	X	0.5	=	\$4,919
February	\$13,118	X	0.75	X	0.5	=	\$4,919
March	\$13,118	X	0.75	X	0.5	=	\$4,919
April	\$13,118	X	0.75	X	0.5	=	\$4,919
May	\$13,118	X	0.75	X	0.5	=	\$4,919
June	\$13,118	X	0.75	X	0.5	=	\$4,919
July	\$13,118	X	0.75	X	0.5	=	\$4,919
August	\$13,118	X	0.75	X	0.5	=	\$4,919
Subtotal for 2015-2016:	\$155,888						\$58,458

	per Year	per Month
2015	\$ 152,826	\$ 12,735.50
2016	\$157,411.00	\$13,117.58

STUDY SESSION

Memo

DATE: September 21, 2015
TO: City Council
FROM: David Swindale, Director, Planning and Development Services
SUBJECT: Land Use Designation

The City Council received a Legislative Proposal from Councilmembers Worthington and Figueroa to modify the land use designations used in the City's comprehensive plan to be categories of uses within which several specific zoning districts could be located, rather than having a particular land use designation linked to each zoning district as it is today.

The intent is that the land use policies under each category would reflect the existing and/or desired characteristics of the area including but not limited to traffic volume, distance to arterials and proximity to uses by which appropriate zoning districts could be determined.

Following the Council Study Session of July 13, 2015 the City Council asked staff to clarify the direction given to the Planning Commission as follows:

1. Consider establishing comprehensive plan land use designations based on area characteristics including but not limited to traffic volume, distance to arterials and proximity to other uses and existing zones.
2. Consider which zones should be located within each land use designation to allow some rezoning of property without the need for a comprehensive plan amendment each time.
3. Consider adding commercial zones to implement the comprehensive plan including but not limited to new categories of mixed uses and varying intensity of retail use.
4. Recommend criteria and findings which need to be met before the examiner may approve a rezone to ensure the intent of the comprehensive plan is met and avoid unintended consequences.

RESOLUTION NO. ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF UNIVERSITY PLACE, WASHINGTON REQUESTING THE CITY PLANNING COMMISSION TO REVIEW AND RECOMMEND AMENDMENTS TO THE CITY'S COMPREHENSIVE PLAN AND ZONING CODE TO INCLUDE BROAD CATEGORIES OF LAND USE DESIGNATIONS WITHIN WHICH SEVERAL ZONING DISTRICTS COULD BE LOCATED.

WHEREAS, the Revised Code of Washington 36.70A.040 requires the City to comply with all requirements of the Growth Management Act (GMA) including adopting and updating a comprehensive plan; and

WHEREAS, the City of University Place adopted its comprehensive Plan on July 6, 1998 and updated the plan on December 6, 2004 in accordance with RCW 36.70A.130, and

WHEREAS, in accordance with RCW 36.70A.130 the City comprehensive plan shall be subject to continuing review and evaluation and updated no more frequently than once per year, and

WHEREAS, the Revised Code of Washington 36.70A.040 requires the City to adopt development regulations which are consistent with and implement the Comprehensive Plan; and

WHEREAS, the City Council has received a Legislative Proposal from Councilmembers Worthington and Figueroa to modify the land use designations used in the City's comprehensive plan to be categories of uses within which several specific zoning districts could be located, rather than having a particular land use designation linked the each zoning district as it is today, and

WHEREAS, in accordance with Council Rules, directives to the City's Commissions including the Planning Commission are to be in the form of a City Council Resolution; and

WHEREAS, in accordance with Ordinance 338 the purpose of the Planning Commission is to advise the City Council on the following topics: growth management; general land use and transportation planning; long range capital improvement plans; and other matters as directed by the City Council;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF UNIVERSITY PLACE, WASHINGTON, AS FOLLOWS:

Section 1. Review and Recommendations to Amend the City's Land Use Designations. The City Council directs the Planning Commission to review and make recommendations regarding modification of land use designations used in the City's comprehensive plan to be categories of uses within which several specific zoning districts could be located, rather than having a particular land use designation linked to each zoning district as it is today, in accordance with Council direction given below:

1. Consider establishing comprehensive plan land use designations based on area characteristics including but not limited to traffic volume, distance to arterials and proximity to other uses and existing zones.
2. Consider which zones should be located within each land use designation to allow some rezoning of property without the need for a comprehensive plan amendment each time.
3. Consider adding commercial zones to implement the comprehensive plan including but not limited to new categories of mixed uses and varying intensity of retail use.
4. Recommend criteria and findings which need to be met before the examiner may approve a rezone to ensure the intent of the comprehensive plan is met and avoid unintended consequences.

Section 2. Effective Date. This Resolution shall take effect immediately upon its adoption.

ADOPTED BY THE CITY COUNCIL ON _____ 2015.

Denise McCluskey, Mayor

ATTEST:

Emelita Genetia, City Clerk

APPROVED AS TO FORM:

Steve Victor, City Attorney

LEGISLATIVE PROPOSAL

PROPOSAL:

Modify the type of land use designations used in the City of University Place Comprehensive Plan to be categories of uses within which several specific zoning districts could be located, rather than having a particular land use designation linked to each zoning district as it is today. The land use policies under each category would then provide characteristics (such as traffic volume, distance to arterials, proximity to other uses/zones and other criteria) by which zoning districts could be determined. This is a common approach found in cities in the state of Washington and other areas.

REASON FOR THE PROPOSAL: *(Why is this request necessary?)*

There are two primary reasons:

- 1) By allowing several zones within a land use designation it is possible to have limited rezoning of property within land use categories without having to amend the Comprehensive Plan, thereby reducing time in the rezone process. This improves economic development and the City's competitiveness in some situations.
- 2) A change in approach resolves legal ambiguity because currently the Comprehensive Plan acts like a regulation (identical to zoning regulations) instead of a policy document on which regulations (zoning) are based.

BACKGROUND INFORMATION: *(Provide background information to assist in understanding the legislative history or rationale for the legislation, including information on existing Code/Policy.)*

The Comprehensive Plan is a document which designates the nature and intensity of development in each area of the City. Under State law, the Comprehensive Plan may not be amended more often than once per year. The City's Zoning Map records the zoning of each parcel of land in the City. State law does not limit how often the City's zoning map may be amended.

In many Washington cities, the Comprehensive Plan designations of nature and intensity of uses may encompass more than one of the zoning classifications included in the Zoning Map. This means that changes among zoning classifications on the Zoning Map, which are all included within a broader Comprehensive Plan designation, may be made more frequently, and outside the annual Comprehensive Plan amendment process. Changes to the Zoning Map that would also require a change to the Comprehensive Plan designations would still occur only once per year.

Currently, University Place's Comprehensive Plan designations and Zoning Map classifications are nearly identical. This means that nearly every change to the zoning of a parcel on the Zoning Map, however minor, must go through the full Comprehensive Plan amendment process, and the City may only rezone parcels once in each year, typically at the end of the year.

FISCAL IMPACT:

The City will have staff time and some material cost associated with the project. The work is anticipated to have a duration of 12-18 months of steady but not constant effort. If implemented, the change may result in greater efficiency as minor rezones are separated from the Comprehensive Planning process.

DESIRED OUTCOME:

The City will have a zoning system that will better serve it over time so that incremental changes can be made without seeking a long and expensive Comprehensive Plan amendment process. The City will also have a Comprehensive Plan and land use element that will better withstand close legal scrutiny.

RESOURCES REQUIRED:

Planning Commission time, Planning staff time, Council review and consideration time, over approximately a 12-month period.

Submitted by:


(Signature)

March 5th, 2015
(Date)

I have read, understand and fully support the above proposal.


(Signature)

03/05 / 2015
(Date)

Date Submitted: 03/09/15

Date Reviewed: 3/10/15

Agenda Date: 4/6/15



City Council Records > Meeting Minutes > Regular Council Meeting Minutes

Meeting Minutes: Regular Council Meeting Minutes

Meeting Type	Regular Council Meeting Minutes
Meeting Date	4/20/2015
Minutes	

**CITY OF UNIVERSITY PLACE
MINUTES
Regular Meeting of the City Council
Monday, April 20, 2015
City Hall, Windmill Village**

1. CALL REGULAR MEETING TO ORDER

Mayor McCluskey called the Regular Meeting to order at 6:30 p.m.

2. ROLL CALL AND PLEDGE OF ALLEGIANCE

Roll call was taken by the City Clerk as follows:

Councilmember Belleci	Present
Councilmember Grassi	Present (Arrived 6:57 p.m.)
Councilmember Keel	Present
Councilmember Nye	Present
Councilmember Worthington	Present
Mayor Pro Tem Figueroa	Present
Mayor McCluskey	Present

Staff Present: City Manager Sugg, City Attorney Victor, Planning and Development Services Director Swindale, Assistant City Engineer Avcular, Public Works Director Cooper, Recreation Supervisor Robinson, Recreation Manager Smith, Police Chief Blair and City Clerk Genetia.

Mayor Pro Tem Figueroa led the Pledge of Allegiance.

MOTION: By Mayor Pro Tem Figueroa, seconded by Councilmember Keel, to excuse Councilmember Grassi's tardiness.

The motion carried.

3. APPROVAL OF MINUTES

MOTION: By Councilmember Keel, seconded by Mayor Pro Tem Figueroa, to approve the minutes of April 6, 2015 as submitted.

The motion carried.

4. APPROVAL OF AGENDA

MOTION: By Councilmember Belleci, seconded by Mayor Pro Tem Figueroa, to approve the agenda.

The motion carried.

5. PRESENTATIONS

Tree City USA – Ben Thompson of the Department of Natural Resources presented the Mayor with the 2014 Tree City USA Award for meeting the Tree City program criteria. This is the City's 15th Growth Award for exceeding those standards.

Parks Appreciation Day Proclamation – Mayor McCluskey presented Public Works Director Cooper with a proclamation recognizing and supporting April 25, 2015 as Parks Appreciation Day.

Arbor Day Proclamation - Mayor McCluskey presented Public Works Director Cooper with a proclamation recognizing April 24, 2015 as Arbor Day in University Place. Director Cooper presented Mayor McCluskey with a western red cedar tree donated by the Parks and Public Works staff. The tree will be planted at the Adrianna Hess Wetland Park.

6. PUBLIC COMMENTS – The following individual provided comments: Karen Kolley, 8612 29th Street West.

7. COUNCIL COMMENTS/REPORTS

Councilmember Belleci reported on the growth management boundary adjustment requests discussed at the Pierce County Regional Council meeting that she and Councilmember Keel attended. She also invited the public to participate in and support the U.S. Open community clean-up effort.

Councilmember Keel updated Council on Pierce Transit's new CEO and future plans for public transit.

Mayor Pro Tem reported on Andy Frain's employment hiring update.

8. CITY MANAGER'S REPORT

City Manager Sugg reported on the following: UP for Arts upcoming concert event featuring recitals by renowned pianists Oksana Ezhokina and Christina Dahl; completion of the City's gateway entrance sign at the Alameda roundabout; Cirque Drive overlay project and other sidewalk construction projects; and walking tour of the City by public works and planning professionals from the Hawaiian Islands.

Recreation Supervisor Robinson, along with some program participants, talked about how the City's adult fitness classes have helped them. Public Director Cooper recognized Ms. Robinson for her outstanding work for the City.

9. CONSENT AGENDA

MOTION: By Councilmember Belleci, seconded by Mayor Pro Tem Figueroa, to approve the Consent Agenda as follows:

- A.** Receive and File: Payroll for the period ending 03/31/15, signed and dated 04/14/15, check nos. 318345 through 318357, and wires in the total amount of Two Hundred Sixty-Three Thousand Three Hundred Seventy-Four and 76/100 Dollars (\$263,374.76); Payroll for the period ending 04/20/15, signed and dated 04/14/15 in the total amount of One

Hundred Eighty-Four Thousand Nine Hundred Eighty-Nine and 58/100 Dollars (\$184,989.58); Claims dated 04/15/15, signed 04/14/15, check nos. 51976152 through 51976229, in the total amount of Nine Hundred Fifty-Seven Thousand Four Hundred Forty-Five and 16/100 Dollars (\$957,445.16).

- B.** Adopt a resolution receiving a petition for vacation and setting a public hearing to consider the vacation of a portion of an unimproved alley connecting 31st Street West and 33rd Street West, situated behind lots fronting Tyee Drive West on the west and Vista Place on the east.
(RESOLUTION NO. 780)

The motion carried.

COUNCIL CONSIDERATION

10. CIRQUE DRIVE OVERLAY BID AWARD

Staff Report – Assistant City Engineer Avcular recommended awarding the bid for the Cirque Drive Overlay project to Lakeridge Paving who submitted the lowest responsive, responsible bid of the four received by the City, in the amount of \$457,938.00.

This project includes an overlay of approximately 8,000 lineal feet at Cirque Drive between Grandview Drive and Bridgeport Way West and updates of ADA ramps. This project is funded through a grant from the Washington State Department of Transportation and the local match is included in the City's adopted budget.

Public Comment – None.

Council Consideration – **MOTION:** By Mayor Pro Tem Figueroa, seconded by Councilmember Belleci, to authorize the City Manager to award the Cirque Drive Overlay project to Lakeridge Paving in the amount of \$457,938.00 and execute all necessary contract documents.

The motion carried.

11. MAYOR'S REPORT

Mayor McCluskey shared a magazine article on Chambers Bay course preparation for the U.S. Open event. She also announced Whole Foods Market's opening on May 7. Mayor McCluskey responded to the public comment made regarding the City's newsletter.

At 7:22 p.m., the Council concluded its business meeting and recessed to study session at 7:34 p.m. after a five minute break.

STUDY SESSION

12. U.S. OPEN LEGISLATION – RECREATION VEHICLE PARKING REGULATION

City Attorney Victor, along with Planning and Development Services Director Swindale, presented the following alternatives in response to Council inquiries and discussions from the previous study sessions:

- (1) For commercial zoned parcels – a Special Event Permit application will be required to host an RV event; all event details to go through the normal permit process.
- (2) For all residential zoned parcels – one recreational vehicle may be

parked on the parcel and inhabited in June without a permit and could be parked in the front yard of the house in those neighborhoods where street parking is temporarily restricted. The RVs would be required to be parked off street and power required to be provided from the residence.

- (3) For residential zoned parcels with a house on them - one recreational vehicle for 7,260 square feet of lot area (6 per acre) may be parked on the parcel and inhabited from June 13–23. The RVs would be required to be parked off street with a setback of not less than 8 feet from all neighboring property lines and power is required to be provided from the residence.
- (4) For all residential zoned parcels - unlimited number of RVs may be parked on the parcel and inhabited from June 13–23, without the need for a Special Event Permit. The RVs would be required to be parked off street, with a setback of not less than 8 feet from all neighboring property lines and power is required to be provided from the residence.

Alternatives 2 through 4 also prohibit the use of generators or the running of motors to provide power or to charge batteries to reduce neighborhood noise impacts.

Discussion followed with regard to enforcement, noise impact, infractions, permit requirement and a cap on the number of RVs allowed on unoccupied property regardless of the size of lot and vice versa.

An ordinance on this legislation will follow.

13. ZONING RESTRUCTURE

Councilmember Worthington introduced a proposal to modify the type of land use designations in the City's Comprehensive Plan Map from more specific land use designations to broader categories of uses which would allow several specific zoning districts to be located within it. He explained that this change would be consistent with having the Comprehensive Plan act as a policy document rather than regulation document.

Planning and Development Services Director Swindale provided history of the current zoning designations, explained the origin of the proposal, the process to move forward and advised in favor of postponing consideration of the proposal until the current Comprehensive Plan Amendment deadlines are met so the necessary time can be invested. Planning Commission Chair Quisenberry provided the Commission's reasoning for rejecting the proposal and also supported postponing any reconsideration of the proposal by the Planning Commission until after the current Comprehensive Plan Amendment deadline.

Discussion followed with regard to the proposed zoning process and its impact on the City's Comprehensive Plan update and the appropriate time to move this proposal forward.

A resolution incorporating this proposal in the Planning Commission's future work plan will be brought back for Council consideration at a later date.

At 8:26 p.m. and 9:31 p.m., motions were made and were carried to extend the meeting to 9:30 p.m. and 9:45 p.m. respectively.

14. ADJOURNMENT

The meeting adjourned at 9:42 p.m. No other action was taken.

Memo

DATE: September 21, 2015 Study Session

TO: Mayor, Mayor Pro-Tem and Council

FROM: David Swindale, Planning and Development Services Director
Jeff Boers, Principal Planner

SUBJECT: Comprehensive Plan Update – Response to Study Session Comments and Agency Comment Letters

Background

Council held a study session at its August 17, 2015 meeting to discuss proposed amendments to the Comprehensive Plan. Councilmembers offered a number of comments and suggestions for possible revisions and directed staff to provide additional information concerning some of these items prior to the matter being discussed further. Each Councilmember comment, question or proposal is numbered below in Section 1. Councilmember Figueroa stated at the August 17th meeting that his intention was to meet with staff at a later date to discuss numerous questions. A summary of his questions and comments from an August 21st meeting with staff, and initial staff responses, are provided in the Section 2 of this memorandum.

The City issued a Department of Commerce *Notice of Intent to Adopt Amendment* on June 30, 2015, which initiated a 60-day agency comment period. The City has received letters from Commerce, Washington State Department of Transportation (WSDOT), Tacoma Pierce County Health Department (TPCHD) and Puget Sound Regional Council (PSRC), each of which is provided as an attachment. Initial staff responses to these comments are included in the Section 3 of this memorandum, and proposed revisions to the Plan amendments developed in response to these comments are attached.

SECTION I. RESPONSES TO MEETING COMMENTS

1. Consider allowing additional uses in mixed use areas.

Staff Response: Additional uses may be considered during the housekeeping amendment process during fall 2015.

2. Add Christmas tree lighting to examples of events listed in **Policy CC2B**.

Staff Response: Proposed revision (see also the attached excerpt on page 2-5) could read:

Policy CC2B

Encourage and support a wide variety of community festivals or events, such as Duck Daze, Christmas Tree Lighting, and Concerts in the Park, reflecting the diversity, heritage and cultural traditions of the University Place community.

3. Police LOS – replace “no call too small” standard with a more conventional, and affordable, measurement.

Staff Response: Chief Blair recommends using “Prioritize calls for service based on changing staffing levels”. Until such time as a stable budget is established for the department it will be difficult to establish a numerical LOS standard. Please see the attached excerpt on page 7-13.

4. Define urban linear park as used in **Policy CC5E**.

Staff Response: A **linear park** may be defined as a park in an urban or suburban setting that is substantially longer than it is wide. Some are rail trails (“rails to trails”) while others use strips of public land next to streams, highways and shorelines. Arterial streets that have well developed landscape planter strips with street trees coupled with sidewalks or pedestrian pathways may be considered linear parks. Linear parks are often described as greenways. A condensed version of this explanation could be added to the Glossary (see attached excerpt).

5. **Policy CC 1E** – include a reference to film.

Staff Response: **Policy CC1E** could be revised to read as follows (see also the attached excerpt on page 2-5):

Policy CC1E

Incorporate and provide opportunities for art in and around public buildings and facilities. Encourage additional opportunities throughout the City for art as design elements or features of new development, as well as placement of significant art. Support creative designs for lighting, railings, walls, benches and other public and private improvements that can be made more visually interesting through the participation of artists. Support opportunities for filmmaking in the community.

6. Transit shelters and bike racks – Add policy to support the provision of bike racks near bus shelters to facilitate an easier connection for bike/bus riders.

Staff Response: A new **Policy TR6D** is proposed to read as follows (see also the attached excerpt on page 6-10):

Policy TR6D

Support, and where appropriate require, the provision of bicycle racks or lockers at transit stops to simplify transit connections for bicyclists and encourage increased transit ridership and bicycle use.

7. Note that the City's sidewalks and bike lanes, such as located on Bridgeport Way and 27th, are extensions to the City's trail system.

Staff Response: **Policy CC5E** references linear parks. A description of *linear park* is proposed to be added to the Glossary (see below and in attached excerpt on page G-6). This proposed description notes that arterial sidewalks and bike lanes may function as extensions of the City's trail system.

Linear Park. *A park in an urban or suburban setting that is substantially longer than it is wide. Linear parks may use strips of public land next to streams, highways, railroads and shorelines. Arterial streets that have well developed landscape planter strips with street trees coupled with sidewalks or pedestrian pathways may be considered linear parks and can function as extensions of a community's pedestrian and bicycle trail system. Linear parks are often described as greenways.*

8. **Policy CC7A** references the Town Center District, 27th Street Business District, and Northeast Mixed Use District as falling within the regional center. Does this area include Narrows Plaza?

Staff Response: The Northeast Mixed Use District includes the Narrows Plaza and additional nearby areas outside this specific property.

9. Add educational emphasis to **Policy CC7B** where it references "approved street tree palette".

Staff Response: **Policy CC7B** could be revised to read as follows (see also the attached excerpt on page 2-12):

Policy CC7B

Periodically review and update, as needed, the City's Approved Street Tree Palette and associated design standards and guidelines to ensure that they reflect current science as to tree selection, installation and maintenance. Ensure proper management of the urban forest by paying attention to diversity of plantings, the arrival of insect pests and disease that may affect existing trees and future selections, and the long-term performance of trees previously identified as being suitable for specific applications. As new selections are identified as being good candidates for street tree plantings in University Place, or as other trees on the current list are identified as being ones to avoid in the future, the list of approved street trees should be updated to reflect this new information. Use the Approved Street Tree Palette as a public outreach tool to disseminate information to the community regarding beneficial tree selection, installation and maintenance.

10. Eliminate or modify new **Policies CC9C** and **CC9E** that support historic preservation efforts.

Staff Response: These policies are restated below for further consideration by Council.

Policy CC9C

Support the acquisition of historic properties when feasible. Consider cost sharing for acquisition, lease or maintenance with other public or private agencies, organizations or governments.

Policy CC9E

Establish an ongoing process of identification, documentation, and evaluation of historic properties. Maintain and update the historic property inventory as new information arises to guide planning and decision making, as well as to provide reference and research material for use by the community. Make use of property evaluation forms, deed documents, news articles and other information to help evaluate a property. Use knowledge of the history and significance of properties to foster stewardship by owners and the public.

11. In **Policy LU2B** indicate air quality and flow is an important quality of life issue that in residential areas.

Staff Response: **Policy LU2B** could be revised to read as follows (see also the attached excerpt on page 2-12):

Policy LU2B

Use design standards and guidelines for residential development to:

- Provide variety in building and site design and visually appealing streetscapes in residential developments of several dwellings or more;
- Minimize significant impacts, such as loss of light or privacy, from large residential infill buildings on adjacent residents;
- Promote better air quality and the movement of air through residential areas;
- Promote compatibility with University Place's residential neighborhoods and avoid an appearance of overcrowding when rezones will increase residential development capacity or when density bonuses or flexibility in site standards are utilized; and
- Emphasize features typical of detached single family dwellings, such as pitched roofs, single points of entry and substantial window trim, as part of residential structures containing two or more dwelling units.

12. Denote Adrianna Hess Wetland Trail in Plan; include as part of watershed discussion.

Staff Response: A reference to Adrianna Hess wetland may be added at page 5-18 of the Environmental Management Element background section (see also the attached excerpt):

The largest wetlands in University Place are along the Puget Sound Shoreline, Leach Creek and Chambers Creek, and at Morrison Pond/Adrianna Hess Wetland Park. A number of smaller wetlands are associated with other creeks and pockets of poorly drained soils like Dupont muck and Bellingham silty clay. Although not as apparent in University Place as freshwater wetlands, marine wetlands also serve important biological functions. Wetlands are an integral part of the City's watershed.

A reference to developing trails associated with Adrianna Hess wetland and other water features may be added to **Policy PRO1H** (see also the attached excerpt on page 10-9):

Policy PRO1H

Develop pedestrian trails along creeks and saltwater shoreline where feasible and not detrimental to wildlife and other aspects of the environment. Develop interpretive trails and other pedestrian pathway connections between parks and open space surrounding wetlands, ponds and other water features, for example Adrianna Hess Wetland Park and Paradise Pond Park. Continue supporting development of the Chambers Creek trail in order to achieve a regional trail system that connects trails

within the City of Fircrest to the Puget Sound shoreline at Chambers Creek Properties via the Leach Creek corridor and Chambers Creek Canyon.

13. **Policy UT2J** relating to the undergrounding of utility lines – revise to apply equally to public and private.

Staff Response: This policy is restated below for further consideration by Council.

Policy UT2J

Require undergrounding of utility distribution lines or provisions for future undergrounding as a condition for development projects. Underground existing utility distribution lines or provide for future undergrounding as street projects occur. Fund undergrounding through a capital improvement program or through formation of a local improvement district. Require individual service lines to be undergrounded when significant site improvements are made. Require undergrounding except where underground installation would cause greater environmental harm than alternatives or where it is demonstrated that such installation will be economically infeasible.

14. **Policy EN1L** – Rephrase if necessary to avoid unintended consequences in terms of city liability.

Staff Response: This policy is restated below for further consideration by Council.

Policy EN1L

Discourage channeling streams through culverts in order to avoid destroying fish habitat and food sources unless absolutely necessary for property access. Use bridges whenever practicable for stream and creek crossings to avoid degrading the natural character and aesthetics of a stream channel. To reduce disruption to the watercourse and its banks, crossings should serve several properties in order to minimize their number. When culverts are necessary, use oversized culverts with gravel bottoms that maintain the channel's width and grade.

15. **Policy EN1J** – Revise to avoid use of “prevent”. Staff Response: This policy is restated below for further consideration. “Prevent” could be changed to “minimize” (see below and the attached excerpt on page 5-5).

Policy EN1J

Require LID designs and LID BMPs in areas where soils and geology support it. Mimic the predevelopment hydrology of a site by using a combination of site planning and structural design strategies to control runoff rate and volumes in order to prevent

minimize physical, chemical and biological degradation to streams, lakes, wetlands and other natural aquatic systems from commercial, residential or industrial development sites. Use low impact development designs to provide environmental and economic benefits including:

16. Consider design standards that would ensure air flow for new construction.

Staff Response: Additional research will be necessary to determine how or whether such design standards may be developed for use in University Place.

17. What is the source of affordable housing **Policy HS3E** goal of 25% affordable units?

Staff Response: **Policy HS3E** is based on Countywide Planning Policy **AH 3.3**, which states:

It shall be the goal of each jurisdiction in Pierce County that a minimum of 25% of the growth population allocation is satisfied through affordable housing.

18. What is the intent of the “make available below market rate surplus property for affordable housing projects” provision in **Policy HS3K** (below)?

Policy HS3K

Explore and identify opportunities to reduce land costs for non-profit and for-profit developers to build affordable housing – consistent with CPP AH7 by:

- Exploring options to dedicate or make available below market rate surplus land for affordable housing projects -- consistent with CPP AH7.1.
- Exploring and identifying opportunities to assemble, reutilize, and redevelop existing parcels -- consistent with CPP AH7.2.
- Periodically reviewing and streamlining development standards and regulations if warranted to advance their public benefit, provide flexibility, and minimize costs to housing -- consistent with CPP AH7.3.

Staff Response: *If the city owned surplus land and if it wished to actively support the goal of increasing the supply of affordable housing, then it could elect to sell this property at below market value to help facilitate the creation of affordable housing units.*

Hypothetically, if the city had owned the property at 27th and Grandview where the SHAG project (below market rate senior housing) is proposed to be constructed, it could have elected to sell the property at a discount to facilitate the project – consistent with Countywide Planning Policy CPP **AH7**. City **Policy HS3K** reiterates the following countywide policy:

- AH-7.** The County, and each municipality in the County, should explore and identify opportunities to reduce land costs for non-profit and for-profit developers to build affordable housing.
- 7.1 Jurisdictions should explore options to dedicate or make available below market-rate surplus land for affordable housing projects.
 - 7.2 All jurisdictions should explore and identify opportunities to assemble, reutilize, and redevelop existing parcels.
 - 7.3 All jurisdictions should review and streamline development standards and regulations to advance their public benefit, provide flexibility, and minimize costs to housing.

19. Revisit Policy **HS4I** (below) regarding homelessness.

Policy HS4I

Work with other jurisdictions and health and social service organizations to develop a coordinated, regional approach to homelessness.

Staff Response: The intent of this policy is to recognize that homelessness does not recognize jurisdictional boundaries, that homelessness exists in University Place, and that a coordinated, regional approach may be a means by which to address this issue. Religious institutions may be considered a subset of social service organizations or they may be called out separately.

20. Revisit Sewer hookup Policy **CF6D** in light of high cost of hookups.

Staff Response: According to Section 3.2 of Exhibit A to Ordinance 217 (Sewer Franchise Agreement with Pierce County) all connections to the County's sewer system shall meet county code. PCC Chapter 13.04.030 requires new development within 300' to hook up. Section 4.3 prohibits to development of new septic systems unless sewers are not physically available.

Pierce County administers a sewer extension subsidy program that provides funding on a biennial basis. All funding has been allocated for the 2015-2016 period. The next funding period will be 2017-2018.

21. Revise **Policy EN1L** to discourage placing man-made structures that could affect streams.

Staff Response: **Policy EN1L** is restated below for further Council consideration.

Policy EN1L

Discourage channeling streams through culverts in order to avoid destroying fish habitat and food sources unless absolutely necessary for property access. Use bridges whenever practicable for stream and creek crossings to avoid degrading the natural character and aesthetics of a stream channel. To reduce disruption to the watercourse and its banks, crossings should serve several properties in order to minimize their number. When culverts are necessary, use oversized culverts with gravel bottoms that maintain the channel's width and grade.

22. Need to ensure public views are protected; develop iron-clad design standards to prevent the County from building a project like the Sonenblick proposal that would block views of Puget Sound.

Staff Response: The City could test the Sonenblick proposal against existing design standards to determine if they would be effective at preventing view blockage and then work toward revising these standards, if necessary, to achieve this goal.

23. LID consolidation policy – how many LIDs exist? How many times has the city tried establishing one?

Staff Response: There are no existing Local Improvement Districts (LID) in the City. The City studied the feasibility of establishing sewer LIDs in 1998 but found it was not feasible because the improvement-to-value ratio did not meet requirements without significant subsidies.

SECTION II. RESPONSES TO COUNCILMEMBER FIGUEROA'S AUGUST 21ST MEETING WITH STAFF -- QUESTIONS/COMMENTS

Community Character Element

Proposal: Regarding **Policy CC3A**, clean up policies the city has already accomplished. For example, the City has already built a gateway sign at Cirque and Orchard so it should be taken it off the list.

Staff Response: **Policy CC3A**, below, is intended to address the initial construction of gateway or entryway signage and other features. It is also intended to address ongoing maintenance, development and enhancement of these features – including those located at Orchard Street and Cirque Drive.

Policy CC3A

Identify and establish distinctive gateways or entryways into the City, support neighborhood efforts to identify and maintain unique neighborhood entryways, and emphasize these locations with design elements, such as landscaping, signage, art or monuments. Continue development and enhancement of gateway features at key locations to help define the sense of arrival for those entering University Place. Develop design standards and guidelines for gateway areas to ensure that gateway and entryway features are consistent with planning goals and objectives, and adopted site-specific plans, where applicable. Gateway locations include, but may not be limited to, the intersections of 19th Street and Bridgeport Way, 19th Street and Mildred Street, Regents Boulevard West and 67th Avenue West, Orchard Street and Cirque Drive, and Bridgeport Way and 67th Avenue West.

Comment: It might be better to have one gateway standard design. This an administrative task. Staff should bring design options to the City Council for consideration rather than have the City Council design a standard gateway sign.

Proposal: Consider placing accomplishments in an appendix.

Staff Response: This would necessitate amendments to the Plan, each of which would require substantial work on the part of staff, Commission and Council due to state processing and review requirements – even for the simplest of revisions.

Proposal: Define “Policy” in the Glossary.

Staff Response: In accordance with the Municipal Code the City is to use *Webster’s Third New International Dictionary* for definitions. Among the numerous definitions of “Policy” the following is most applicable:

“A definite course of method of action selected from among alternatives and in the light of given conditions to guide and determine present and future decisions”.

The City Council may choose to include this definition of “policy in the Glossary or refer to the *Webster’s Third New International Dictionary* for definitions not included in the Glossary.

Proposal: Regarding **Policy CC3B** below -- In second bullet delete “Regulatory”. In third bullet insert “public” after “enhancing”. Remove forth bullet – does not apply in UP

Staff Response: See proposed revisions to **Policy CC3B** below and in the attached excerpt on page 2-6.

Policy CC3B

Design and maintain streets, trails, parks and structures to preserve and enhance views that help define University Place, such as those of Mount Rainier, Puget Sound and the Olympic Mountains, through such means as:

- *View-sensitive site, building and landscape design;*
- *~~Regulatory~~ Plan review to encourage view-sensitive design;*
- *Identifying, preserving and enhancing public viewpoints, either panoramic or focused;*
- *~~Framing views with structural elements;~~*
- *Aligning paths to create focal points;*
- *Removal of invasive plants; and*
- *Proper pruning of trees and shrubs while including them as a part of the vista.*

Question: When is it practicable to underground utilities? When do we encourage and when do we require? Is this defined?

Staff response: The City requires the undergrounding of new utilities associated with new development, but not the undergrounding of existing utility facilities. Undergrounding of utilities is encouraged in the City's *Design Standards and Guidelines for Streetscape Elements*.

Proposal: Change second sentence in **Policy CC3E** (below) from "should" to "may".

Staff Response: See proposed revision below and in the attached excerpt on page 2-7.

Policy CC3E

Encourage and require, when practicable, underground installation of utility distribution lines to reduce visual clutter that detracts from territorial views of Puget Sound, Mt. Rainer, and the Olympic Mountains, and more focused views of buildings, landscaping and open space areas. The City ~~should~~ may work with utility providers, citizens and developers to find ways of funding the undergrounding of existing utilities.

Question/Comment: Per **Policy CC4A** (below), what is form based codes zoning? Please explain "Form Based Zoning" to the City Council.

Policy CC4A

Adopt new design standards and guidelines for new development and redevelopment and consistently achieve unique, high-quality built environments within each of the City's mixed-use and commercial zones. Modify existing design standards and

guidelines that apply to Mixed Use, Mixed Use Office, Commercial and Town Center zones to achieve Regional Growth Center subarea planning goals and objectives. Consider the introduction of form-based zoning within mixed-use and other commercial areas.

Staff Response: A form-based code is a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. A form-based code is a regulation, rather than a guideline, adopted into city codes. A form-based code offers an alternative to conventional zoning that can streamline the plan review process.

Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in form-based codes are presented in both words and clearly drawn diagrams and other visuals. They are keyed to a regulating plan that designates the appropriate form and scale (and therefore, character) of development, rather than only distinctions in land-use types.

This approach contrasts with conventional zoning's focus on the micromanagement and segregation of land uses, and the control of development intensity through abstract and uncoordinated parameters (e.g., FAR, dwellings per acre, setbacks, parking ratios, traffic LOS), to the neglect of an integrated built form. Not to be confused with design guidelines or general statements of policy, form-based codes are regulatory, not advisory. They are drafted to implement a community plan. They try to achieve a community vision based on time-tested forms of urbanism. Ultimately, a form-based code is a tool; the quality of development outcomes depends on the quality and objectives of the community plan that a code implements.

Please see the attached blog post from *Better! Cities and Towns* for more perspective.

Proposal: Regarding **Policy CC4D** (below), replace the words *reduce or eliminate* with *encourage or enforce the maintenance or improvement of*.

Staff Response: See proposed revision below and in the attached excerpt on page 2-8.

Policy CC4D

Ensure safe environments by strongly encouraging the use of building and site design techniques, consistent with the National Crime Prevention Institute's Crime Prevention through Environmental Design (CPTED) guidelines, to:

- *Distinguish between publicly accessible open space and private open space;*
- *Provide vandal-resistant construction;*

- *Provide opportunities for residents, workers, parents, caregivers and others to view spaces and observe activities nearby, especially those that should not be occurring; and*
- ~~Reduce or eliminate~~ *Encourage or enforce the maintenance or improvement of “unclaimed” areas, such as unmaintained easements between fence lines and street or trail right-of-way that can offer areas for unwanted activities.*

Proposal: Regarding **Policy CC7B** (below), define “periodically” in the Glossary or provide more precise term

Policy CC7B

Periodically review and update, as needed, the City’s Approved Street Tree Palette and associated design standards and guidelines to ensure that they reflect current science as to tree selection, installation and maintenance. Ensure proper management of the urban forest by paying attention to diversity of plantings, the arrival of insect pests and disease that may affect existing trees and future selections, and the long-term performance of trees previously identified as being suitable for specific applications. As new selections are identified as being good candidates for street tree plantings in University Place, or as other trees on the current list are identified as being ones to avoid in the future, the list of approved street trees should be updated to reflect this new information.

Staff response: Webster’s defines the word as meaning “at regular intervals of time” or “from time to time”. The policy intent could be read either way, with the main point being for the City to review and update the tree provisions as needed.

Question: Regarding **Policy CC9E** (below), has the City identified and documented historic properties? Should the City be doing this or should others, like the Historical Society?

Proposal: Amend **Policy CC9E** (below) to state the City may partner with historical society.

Staff Response: See proposed revision below and in the attached excerpt on page 2-14.

Policy CC9E

~~Partner with the University Place Historical Society to E~~*establish an ongoing process of identification, documentation, and evaluation of historic properties. Coordinate with Historical Society efforts to M*~~maintain and update the historic property inventory as new information arises to guide planning and decision making, as well as to~~

provide reference and research material for use by the community. Make use of property evaluation forms, deed documents, news articles and other information to help evaluate a property. Use knowledge of the history and significance of properties to foster stewardship by owners and the public.

Staff response: The Curran House has been placed on both the State Historic Register and the National Register of Historic Places. The City does not have a local historic register nor does it keep an inventory of documented historic properties. It is fairly common practice, however, for municipalities to inventory such properties, at a minimum. Tacoma, for example, keeps an inventory of designated properties and manages the Tacoma Historic Register. Private/civic organizations such as the UP Historical Society or Historic Tacoma will work with cities to identify and nominate properties to various registers

Proposal: Regarding **Policy CC9I** (below), the word “protect” is too strong. Change to *review and encourage when appropriate.*

Staff Response: The level of historic preservation support is a Council policy decision.

Policy CC9I

Protect Review and when appropriate encourage the preservation of Historic Landmarks ~~from demolition or inappropriate modification.~~

Proposal: Regarding **Policy CC9J** (below), the word “protect” is too strong. Consider different language.

Staff Response: The level of historic preservation support is a Council policy decision.

Policy CC9J

Protect Mitigate adverse impacts to Historic Landmarks and significant archaeological resources from the adverse impacts of development. Encourage sensitive design of new development to allow new growth, while retaining community character.

Question: Regarding **Policy CC9L** (below), why should we share information with Pierce County or the State? Are we required to do this? If not, delete the policy.

Policy CC9L

Share survey and inventory information with Pierce County, the State Department of Archaeology and Historic Preservation, federal agencies, the public, historical societies, museums and other appropriate entities. Use technical assistance from other agencies as appropriate.

Staff response: Effective historic preservation efforts benefit from the sharing of survey and inventory information. If a local jurisdiction wishes to support historic preservation efforts within the community, then the sharing of information with other agencies and organizations (which is a two-way flow of information) may help support this effort. More knowledge can lead to more informed decision-making. Private property owners may benefit from tax breaks and technical assistance gleaned from open communication among agencies and other organizations.

If University Place were a “*Certified Local Government*” (CLG) under the National Park Service, there would be an expectation for it to report this information on an annual basis. Since the City is not a CLG, it is under no regulatory obligation to share such information.

Land Use Element

Proposal: Regarding **Policy LU8C** (below), reword second bullet point.

Staff Response: See proposed revision below and in the attached excerpt on page 3-14.

Policy LU8C

Ensure that commercial areas of all types are located, designed and developed to:

- *Maintain high visual quality, especially for commercial areas located within the Regional Growth Center and at entryways to the City;*
- *Have buildings ~~businesses~~ rather than parking lots ~~areas located~~ abutting ~~along~~ the streets;*
- *Encourage compact commercial development and walking between businesses;*
- *Avoid the creation or expansion of long, narrow strip development;*
- *Be easily accessible to an arterial, and be served or be capable of being served by transit and other public services; and*
- *Avoid impacts on adjacent residential and other noncommercial uses, including impacts that could result in pressure to convert these adjacent uses to commercial uses.*

Proposal: Remove policies taken from the City’s Economic Development Strategic Action Plan and place them in an appendix and reference the appendix in a policy.

Staff response: The Comprehensive Plan does not include an economic development element, which is a “mandatory” element but one that is currently not required by the Department of Commerce because it is considered to be an unfunded state mandate.

However, Commerce strongly encourages comprehensive plans to contain explicit goals, policies and objectives pertaining to economic development.

The Land Use Element contains policies that address objectives *similar* to some of the goals and action strategies contained in the Economic Development Strategic Action Plan (EDSAP). While the Land Use Element may certainly reference EDSAP goals and action strategies, whether or not they are contained within an appendix, it is important for this element to cover a broad range of economic development topics, only some of which may overlap those covered in the EDSAP. Therefore it is recommended that policies similar to EDSAP goals and action strategies be retained in the Land Use Element.

Question: Regarding **Policy LU9C** (below), how would the City support an incubator? Should the City be doing this?

Proposal: The City should not start-up light industrial uses. Delete “start-up”.

Staff Response: City support for incubator uses can be achieved by allowing such uses in the Zoning Code’s Use Table. “Start-up” was intended to be used as an adjective, not a verb – meaning it is a small-scale type of industrial use. Given that “start-up” and “incubator” may be a bit redundant, however, one or the other term could be eliminated. See proposed revision below and in the attached excerpt on page 3-16.

Policy LU9C

Support incubator ~~or start-up~~ and small-scale light industrial uses in appropriate locations within the City’s Regional Growth Center. Support activities pursued by individuals that fit under the maker movement umbrella in appropriate locations while ensuring that sensitive land uses located in close proximity to such businesses are protected from potential impacts.

Question: What is the Maker Movement?

Staff Response: According to Wikipedia, the *maker culture* is a contemporary culture or subculture representing a technology-based extension of the Do It Yourself culture. Typical interests enjoyed by the maker culture include engineering-oriented pursuits such as electronics, robotics, 3-D printing, and the use of Computer Numerical Control tools, as well as more traditional activities such as metalworking, woodworking, and traditional arts and crafts. The subculture stresses a cut-and-paste approach to standardized hobbyist technologies, and encourages cookbook re-use of designs published on websites and maker-oriented publications. There is a strong focus on using and learning practical skills and applying them to reference designs.

Proposal: Regarding **Policy LU11B** (below), replace “Employ” with “Implement”. Delete the first “the” before “neighborhood” and add an “s” to neighborhood.

Staff Response: See proposed revision below and in the attached excerpt on page 3-18.

Policy LU11B

~~Employ~~ Implement adopted siting criteria to protect surrounding uses and mitigate impacts of any specific facility on ~~the~~ neighborhoods and the City. Justify the need to site facilities that have service areas extending substantially beyond the City and evaluate the potential for alternative locations. Ensure that public facilities include improvements and mitigation if necessary to achieve compatibility with surrounding uses and to compensate for impacts of the facility on a neighborhood or the City.

Housing Element

Question: How does **Policy HS1C** (below) relate to form based zoning?

Policy HS1C

Promote home ownership opportunities for people at various income levels to foster stable neighborhoods and support investments in the community as a whole. Encourage maintenance of existing older housing stock and the development of small lot attached and detached housing, townhouses, live/work units, cottage housing, and cluster housing to provide more opportunities for affordable home ownership – thereby supporting neighborhood stability.

Staff Response: The relationship is indirect. While cottage housing, for example, may imply a certain form, the policy does not provide specific form-based direction.

Question: Regarding **Policy HS3K** (below), why should the City do this?

Policy HS3K

Explore and identify opportunities to reduce land costs for non-profit and for-profit developers to build affordable housing – consistent with CPP AH7 by:

- *Exploring options to dedicate or make available below market rate surplus land for affordable housing projects -- consistent with CPP AH7.1.*
- *Exploring and identifying opportunities to assemble, reutilize, and redevelop existing parcels -- consistent with CPP AH7.2.*
- *Periodically reviewing and streamlining development standards and regulations if warranted to advance their public benefit, provide flexibility, and minimize costs to housing -- consistent with CPP AH7.3.*

Staff response: The City is required to adopt these policies consistent with the countywide planning policy on affordable housing. However, *Adoption* should not be equated with *action* on the part of the City since there may not be any real practical opportunities to pursue what is envisioned in the first two bullets. Periodically reviewing and streamlining development standards to lower the cost of housing (at a range of price levels) per the third bullet would be consistent with numerous other housing goals and policies. It should be viewed as a positive action by the development community.

Proposal: If the City is required to place these policies in the Plan, why not place them in an appendix?

Staff response: The Plan is organized to place *all* policies within the main body for easy reference. This is the “standard” format for comprehensive plans in Washington State. From a consistency standpoint, if Council wishes to move affordable housing policies to an appendix, then the other plan policies should be moved to the same location. References are made to specific countywide planning policies in **Goal HS3** for two primary reasons. One is to highlight the source of these policy directives so that when a question is posed to the City regarding their origin, it is a simple matter to refer the questioner to a specific countywide policy. A secondary reason is to readily “show our work” in terms of demonstrating local consistency with the Countywide Planning Policies.

Environmental Management Element

Proposal: Use the same section titles in the Environmental Management Element as are used in the City’s Critical Areas regulations to avoid confusion.

Staff response: The following section headings in the Environmental Management Element are proposed to be changed for consistency with Critical Areas regulations:

~~Steep slopes, landslide, erosion, and seismic hazards.~~ Geologically Hazardous Areas
~~Drainage systems~~ Stormwater Management
Streams and water bodies
Wetlands
Shorelands
Aquifers Recharge Areas
Flood ~~prone~~ Hazard Areas
~~Plant and wildlife habitat~~ Fish and Wildlife Habitat Areas
Water quality
Air quality
Water quality
Noise pollution
Trees and landscaping

Question: Regarding **Policy EN11** (below), why should the City conduct a similar review using the Guidebook for Local Governments?

Staff response: The guidebook describes a systematic approach local governments can use for integrating LID into existing and new codes. It is intended as a resource for local governments complying with LID requirements associated with Phase II municipal stormwater permit requirements.

Use of this guidebook to conduct a review of existing regulations will save City staff time in identifying current deficiencies and developing amendments that will ensure consistency with NPDES Phase II requirements. It will enable the city to avoid reinventing the wheel when it comes to devising a compliance strategy and completing the required work prior to December 31, 2016.

The guidebook estimates the review and amendment process will take at least 6 to 18 months to complete. In the case of University Place, this work will entail a substantial rewrite of engineering design standards, planning development regulations, and public works stormwater management and maintenance requirements. This will be a major undertaking -- and efficiency in completing the project will be of the utmost importance.

Proposal: The City should consider *recommendations* rather than *issues*.

Staff Response: See proposed revision below and in the attached excerpt on page 5-4.

Policy EN11

Consistent with National Pollutant Discharge Elimination System (NPDES) Western Washington Phase II Municipal Stormwater Permit requirements that apply to University Place, review, revise and make effective the City's development-related codes, rules, standards, or other enforceable documents to incorporate and require Low Impact Development (LID) principles and LID BMPs no later than December 31, 2016. The intent of the revisions shall be to make LID the preferred and commonly-used approach to site development.

Conduct a similar review and revision process, and consider the range of issues recommendations outlined in the following document: Integrating LID into Local Codes: A Guidebook for Local Governments (Puget Sound Partnership, 2012). Support efforts by Pierce County to implement the Chambers Creek Properties Design Standards, amended pursuant to Ordinance 636 in 2014, which require future parking lots and certain other facilities to comply with the Low Impact Development Technical Guidance Manual for Puget Sound, prepared by the Washington State

University Extension and Puget Sound Partnership with the participation and support of a broad ranges of stakeholders. Encourage project designs to take full advantage of improvements in the performance of porous asphalt, permeable concrete and supportive technologies that may allow for the use of LID techniques to a degree, even on properties with poor soils.

Question: Is using the guide book required by our NPDES Permit?

Staff response: No. However, its use is strongly recommended for the reasons noted above.

Proposal: Change the heading “Drainage Systems” to Surface Water Management

Staff Response: See proposed revision below and in the attached excerpt.

DRAINAGE SYSTEMS SURFACE WATER MANAGEMENT

Transportation Element

Question: Regarding **Policy TR1B** (below), does the City need to refine its complete street design standards? Has the City already adopted street design standards?

Policy TR1B

Refine and implement the City’s Complete Street design standards to provide safe and convenient access for all modes of transportation including private motor vehicles, transit, cyclists and pedestrians, thereby increasing capacity, increasing safety, and improving street aesthetics and walkability. Include amenities in street designs, including trees and other landscaping, street lights, benches and waste receptacles to add to the pedestrian experience and further calm traffic.

Staff response: The City adopted streetscape design standards and guidelines in 2009 (revised 2010). These apply primarily to residential streets – meaning local streets and neighborhood collector streets. The standards and guidelines do not directly apply to major, secondary and collector arterials. While they do address elements common to complete streets, they may not fully address all such elements. The City has not adopted complete street provisions that apply to arterial streets, although it does apply some complete street principles to its arterial redesign projects.

Question: Regarding **Policy TR1E** (below), does the City have money in the budget to develop Mode Splits? Should this be in the budget?

Policy TR1E

Develop Mode Split Goals for the University Place Regional Growth Center consistent with VISION 2040 requirements. Establish these goals by defining mode categories to measure, e.g., all trips or just trips to work, determining existing mode splits, evaluating mode split trends, and predicting future mode splits. Mode splits will measure the daily trips made by travelers using different modes of transportation including single or high occupancy vehicles, transit, walking, or bicycling. The development of mode split goals should be done concurrently with the regional growth center subarea planning described in the Land Use Element.

Staff response: The City has been designated as a “Provisional Regional Growth Center” by the PSRC until such time as the City completes a Subarea Plan for the Regional Growth Center. Creating this subarea plan is not only a requirement PSRC but also a City Council goal. One of several requirements for the subarea plan is to complete a mode split analysis and set mode split goals.

Comment: Regarding **Policy TR3A** (below), zero deaths and disabling injuries is unrealistic.

Policy TR3A

Establish speed limits that reflect street function, adjacent land uses, and physical condition of the roadway. Promote travel at a lower rate of speed, where appropriate, to improve safety, help achieve the State’s goal of zero deaths and disabling injuries, and create a more comfortable environment for pedestrians and cyclists. Achieve lower vehicular travel speeds through traffic calming and effective enforcement of appropriate speed limits.

Staff response: This policy is based on **VISION 2040 Policy MPP-T-4**, which the City needs to address in its local transportation policies to gain PSRC certification. Since state-level adoption of this goal occurred in 2000, there has been a 40% reduction in traffic fatalities in the State. One may draw his or her own conclusions as to whether there is a correlation.

Capital Facilities

Question: Regarding **Policy CF2E** (below), how would the City help residents form LIDs? Would the City pay administrative costs?

Policy CF2E

Help residents develop Local Improvement Districts (LIDs) and Utility Local Improvement Districts (ULIDs) and consolidate them to save administrative costs.

Staff Response: The City conducted a feasibility analysis of establishing sewer LIDs in the community in order to meet the Comprehensive Plan goal of providing sewers to all unserved properties in the City. Had the feasibility analysis indicated that one or more areas could be served, consolidating the LIDs could have saved administrative costs. There may be opportunities in the future to form and consolidate LIDs.

Question: Regarding **Policy CF6D** (below), how many properties are left to sewer?

Proposal: Add the words “the next” after “within” in the first sentence. With regard to the 300’ requirement, reference the franchise agreement with the County.

Staff Response: See proposed revisions below and in the attached excerpt on page 7-11.

Policy CF6D

In accordance with the City's sewer franchise agreement with Pierce County, ~~work with sewer providers~~ to ensure that sewers are available citywide within 300 feet of all properties within the next 20 years, thereby enabling individual property owners to extend a sewer line to their properties for a reasonable cost.

Staff response: Approximately 980 properties are not yet served by sewer and remain on septic.

Utilities Element

Proposal: Regarding **Policy UT2J**, clarify the requirement to underground utility lines.

Staff Response: See proposed revisions below and in the attached excerpt on page 8-5.

Policy UT2J

Require undergrounding of new utility distribution lines and feeders ~~or provisions for future undergrounding of~~ as a condition for development projects. Underground existing utility distribution lines or provide for future undergrounding as street projects occur. Fund undergrounding through a capital improvement program or through formation of a local improvement district. Require individual service lines to be undergrounded when significant site improvements are made. Require undergrounding except where underground installation would cause greater environmental harm than alternatives or where it is demonstrated that such installation will be economically infeasible.

SECTION III. RESPONSES TO AGENCY COMMENTS

Commerce

Agency Recommendations:

1. Adjust land capacity analysis and adopt additional measures to demonstrate sufficient capacity to meet 2035 housing target.

Staff Response: Pierce County Ordinance 2011-36 established 2030 allocations of population, housing and employment the County and cities in the county are required to plan for. These allocations are commonly referred to as targets. The proposed plan update includes a population and capacity analysis that demonstrates the City has enough capacity to meet the required 2030 targets.

However, the GMA requires the City to plan to accommodate population and employment for a 20 year planning period. The updated Plan would become effective in 2015 and the planning period would end in 2035. Therefore, Commerce and PSRC are requesting the City adopt new targets for 2035 rather than simply extending the City's 2030 targets to 2035 based on past slow growth trends.

A discussion is presented in the Comprehensive Plan noting that Staff is working with Commerce to determine how best to demonstrate the City has capacity to meet housing targets. Staff will continue to work with both Commerce and PSRC to resolve this issue.

2. Clearly define what sewer *availability* or *unavailability* means.

Staff Response: Language is proposed to be added to Environmental Management Element pages 5-7 and 5-9, per the attached excerpt in attachment 4. The new language is based on existing code language in UPMC 21.55.020.E.

3. Add regional PSRC VISION 2040 policies relating to the use of septic systems as a temporary measure.

Staff Response: New policies **EN3B** and **EN3C** are proposed to be added to Environmental Management Element pages 5-9, 5-9 and 5-10, per the attached excerpt in attachment 4. Existing policies will be renumbered.

WSDOT

Agency Recommendations:

1. Adopt the federal and state goal of doubling biking and walking over the planning horizon, while at the same time reducing collisions involving cyclists and pedestrians 5% per year.

Staff Response: A new **Policy TR4D** is proposed to be added to the Transportation Element on page 6-9, per the attached excerpt in attachment 6 on page 6-9.

2. Adopt or endorse the National Association of City Transportation Official (NACTO) *Urban Street Design Guide* and *Urban Bikeway Design Guide*.

Staff Response: The City Engineer recommends against adopting this design guide by reference in the Comprehensive Plan. However, Council may wish to consider adopting it by reference in the City's public works standards.

Agency Comment:

The Transportation Element projects a 2035 LOS E for the intersection of Regents and 24th *without* improvements (Figure 6-8) and a 2035 LOS D *with* improvements (Figure 6-10). This improved LOS appears to be unsupported due to the lack of planned roadway improvements for this location.

Staff Response: Staff will submit a written response to WSDOT explaining the proposed improvement involves limiting eastbound traffic from 24th Street to transit only. Because this is an actuated signal, it would only be actuated twice an hour when the Route 52 bus arrives at the intersection, thereby speeding up the signal cycle of the intersection and improving the LOS.

TPCHD

Agency Recommendations:

1. Consider replacing the term "single family dwellings/neighborhoods" to "single detached dwellings/neighborhoods" to place emphasis on the built form, rather than the number of families/units allowed under one pitched roof or the same lot, the size or the ownership of the unit. If designed appropriately, small tri-plexes or sometimes four-plexes, irrespective of ownership, can be comfortably nested within single detached neighborhoods, without affecting the existing character of the neighborhoods.

Staff Response: This proposal was considered at length by the Planning Commission, which opted to recommend leaving existing single-family terminology in place in both the Zoning Code and Comprehensive Plan.

2. Under the discussion of flood prone areas in the Environmental Management Element, consider introducing a policy to discourage the development of critical and

essential public facilities, such as medical centers and schools within the 500-year floodplain. From a public health and safety perspective, TPCHD encourages jurisdictions to take preventive and adaptive measures in response to extreme climate conditions.

Staff Response: Language is proposed to be added to **Policy EN1S** regarding avoidance of 500-year floodplains, per the excerpt in attachment 8.

3. Under the Transportation Element where the Growth Management Act is mentioned, consider adding the two bills (ESSB 518 and 2SHB 1565) passed by the State Legislature in 2005 which encourage a multimodal transportation approach and active communities.

Staff Response: Language is proposed to be added to Transportation Element page 6-2 referencing the two bills, per the excerpt in attachment 8.

4. Consider strengthening **Policy PRO1B** by encouraging parks, open space and trails to be provided within walking distance from residences.

Staff Response: Walking distance language is proposed to be added to PROS Element **Policy PRO1B** on page 10-8, per the excerpt in attachment 8.

5. Further explore partnerships with the private sector to provide a range of public space and public art (policies under **Goal PRO9**) to support livability.

Staff Response: Language is proposed to be added to PROS Element **Goal PRO9** on page 10-15, per the excerpt in attachment 8.

PSRC

Agency Recommendations:

1. The Land Use Element should clearly document the City's 2035 land use assumptions and apply them throughout the document.

Staff Response: Pierce County Ordinance 2011-36 established 2030 allocations of population, housing and employment the County and cities in the county are required to plan for. These allocations are commonly referred to as targets. The proposed plan update includes a population and capacity analysis that demonstrates the City has enough capacity to meet the required 2030 targets.

However, the GMA requires the City to plan to accommodate population and employment for a 20 year planning period. The updated Plan would become effective in 2015 and the planning period would end in 2035. Therefore, Commerce and PSRC are

requesting the City adopt new targets for 2035 rather than simply extending the City's 2030 targets to 2035 based on past slow growth trends.

Staff continues to work with both Commerce and PSRC to resolve this issue.

2. The Transportation Element should demonstrate that the land use assumptions used for the traffic forecast are consistent with the 2035 land use assumptions.

Staff Response: The City will be providing a written response to PSRC explaining how land use assumptions were applied in the Transportation Element to forecast future traffic volume and determine transportation level of service and improvements needed. Because the City is in the process of addressing PSRC concerns regarding growth targets, assumptions regarding traffic forecasting are also being examined.

3. Freight routes should be inventoried and planned for in the Transportation Element.

Staff Response: Background information summarizing the City's freight/truck routes is proposed to be added on page 6-36 in the Transportation Element, per the excerpt in attachment 10 on pages 35-36.

4. The concurrency management program and level of service (LOS) standards should address multimodal transportation options (the movement of people and goods), not just the movement of vehicles.

Staff Response: Pierce Transit establishes LOS for its services based on its long term forecasts of need. The Comprehensive Plan includes several policies that support, and in many cases require, the continued development of pedestrian and bicycle facilities.

A new **Policy TR6F** and background text may be added to the Transportation Element to support the provision of sidewalks and bicycle lanes on all city arterials by the end of the planning period. Please see proposed **Policy TR6F** below and in attachment 10 on page 6-11.

Policy TR6F

Adopt "Provide a Framework of Interconnected Sidewalks and Bicycle Lanes throughout the City" as a level of service standard for non-motorized transportation.

5. The GMA requires the Plan to include a multi-year transportation financing plan for how the City will meet mobility needs identified for the planning period.

Staff Response: Please see proposed revisions in attachment 10 (pages 6-41 through 6-55) that respond to this comment.

Attachments:

1. Staff amendment revisions responding to Councilmember comments
2. Blog post from *Better! Cities and Towns*
3. Commerce letter dated September 10, 2015
4. Staff amendment revisions responding to Commerce comments
5. WSDOT letter dated August 27, 2015
6. Staff amendment revisions responding to WSDOT comments
7. TPCHD letter dated August 10, 2015
8. Staff amendment revisions responding to TPCHD comments
9. PSRC letter dated August 11, 2015
10. Staff amendment revisions responding to PSRC comments

Policy CC1E

Incorporate and provide opportunities for art in and around public buildings and facilities. Encourage additional opportunities throughout the City for art as design elements or features of new development, as well as placement of significant art. Support creative designs for lighting, railings, walls, benches and other public and private improvements that can be made more visually interesting through the participation of artists. Support opportunities for filmmaking in the community.

EVENTS AND COMMUNITY BUILDING

Community cohesiveness can also be nurtured by community events. Community events provide an opportunity to help foster people's interest in getting to know the diverse cultures of the community and their neighbors and form friendships and collaborative networks. These events can also enhance awareness of diversity, cultural traditions, and University Place's heritage throughout the community. By providing or supporting community events, such as Duck Daze, Curran Orchard Cider Squeeze, Concerts in the Park, Sun Fest, and the UP for Arts Fall Arts and Concerts Series, as well as a wide variety of other public activities, the City serves as a conduit supporting these interactions and possible community-building outcomes that can support a myriad of other objectives from disaster preparedness to economic vitality.

GOAL CC2

Promote activities and events that enliven public spaces, build community, and enrich the lives of University Place citizens.

Policy CC2A

Provide links to public places to encourage their use through such means as:

- Redeveloping arterials into complete streets;
- Providing safe and convenient pedestrian walkways;
- Providing bikeways;
- Developing nearby transit stops and other transit-supportive facilities; and
- Designing for visual access to and from the site.

Policy CC2B

Encourage and support a wide variety of community festivals or events, such as Duck Daze, Christmas Tree Lighting, and Concerts in the Park, reflecting the diversity, heritage and cultural traditions of the University Place community.

Policy CC2C

Facilitate the continued development and support of a diverse set of inter-generational recreational and cultural programs and organizations that celebrate University Place's heritage and cultural diversity, such as:

- Visual, literary and performing arts;
- An active parks and recreation program; and
- The University Place Historical Society.

Policy CC2D

Facilitate the development of farmers' markets, community gardens and school gardens that increase residents' access to fresh produce and other healthy food, support local and regional agriculture, and increase community interaction.

VIEW CORRIDORS, ENTRANCES AND LANDMARKS

People orient themselves by remembering certain features that include unique public views, defined entries and landmarks. These features also can set apart one community from another and are part of what defines the unique character of a place. Preserving key features and creating new ones can help define University Place and its neighborhoods.

GOAL CC3

Preserve and enhance key features and create new ones that can help define University Place and its neighborhoods.

Policy CC3A

Identify and establish distinctive gateways or entryways into the City, support neighborhood efforts to identify and maintain unique neighborhood entryways, and emphasize these locations with design elements, such as landscaping, signage, art or monuments. Continue development and enhancement of gateway features at key locations to help define the sense of arrival for those entering University Place. Develop design standards and guidelines for gateway areas to ensure that gateway and entryway features are consistent with planning goals and objectives, and adopted site-specific plans, where applicable. Gateway locations include, but may not be limited to, the intersections of 19th Street and Bridgeport Way, 19th Street and Mildred Street, Regents Boulevard West and 67th Avenue West, Orchard Street and Cirque Drive, and Bridgeport Way and 67th Avenue West.

Policy CC3B

Design and maintain streets, trails, parks and structures to preserve and enhance views that help define University Place, such as those of Mount Rainier, Puget Sound and the Olympic Mountains, through such means as:

- View-sensitive site, building and landscape design;
- **Regulatory p**Plan review to encourage view-sensitive design;
- Identifying, preserving and enhancing **public** viewpoints, either panoramic or focused;
- ~~Framing views with structural elements;~~
- Aligning paths to create focal points;
- Removal of invasive plants; and
- Proper pruning of trees and shrubs while including them as a part of the vista.

Policy CC3C

Encourage schools, religious facilities and other public or semi-public buildings to locate and design unique facilities to serve as community landmarks and to foster a sense of place.

Policy CC3D

Prohibit new billboards and other large signs, and use design review for new signage, to protect views of significant land forms and community features, ensure more focused views of buildings, landscaping and open space areas, and avoid visual clutter. Ensure development of appropriate design standards that address compatibility of signage to community character.

Policy CC3E

Encourage and require, when practicable, underground installation of utility distribution lines to reduce visual clutter that detracts from territorial views of Puget Sound, Mt. Rainer, and the Olympic Mountains, and more focused views of buildings, landscaping and open space areas. The City **may** work with utility providers, citizens and developers to find ways of funding the undergrounding of existing utilities.

BUILDINGS AND SITE DESIGN

There is a high expectation for quality design in University Place, and adopted design standards and guidelines provide local guidance. Commercial, multifamily, mixed-use, civic, and small lot development projects receive a higher level of scrutiny than detached single-family homes. Generally, these projects are reviewed at an administrative level using the City's adopted design standards and guidelines, which may apply to specific locations or to types of uses.

GOAL CC4

Adopt and implement design standards and guidelines that will achieve design excellence, desired urban form, and community character goals consistent with citizens' preferred design parameters.

Policy CC4A

Adopt new design standards and guidelines for new development and redevelopment and consistently achieve unique, high-quality built environments within each of the City's mixed-use and commercial zones. Modify existing design standards and guidelines that apply to Mixed Use, Mixed Use Office, Commercial and Town Center zones to achieve Regional Growth Center subarea planning goals and objectives. Consider the introduction of form-based zoning within mixed-use and other commercial areas.

Policy CC4B

Apply design standards and guidelines through an administrative design review process to help achieve or accomplish the following:

- A human-scale character that creates a pleasant walking environment for all ages and abilities. Design buildings to provide "eyes-on-the-street";
- Elements of design, proportion, rhythm and massing that are desirable and appropriate for proposed structures and the site;
- Places and structures in the City that reflect the uniqueness of the community and provide meanings to its diverse residents;
- Building scale and orientation that are appropriate to the site;

- The use of high-quality and durable materials, as well as innovative building techniques and designs;
- Minimization of negative impacts, such as glare or unsightly views of parking;
- The use of environmentally friendly design and building techniques such as LEED for the construction or rehabilitation of structures;
- Incorporation of historic features whenever possible; and
- A design that fits with the context of the site, reflecting its character, historic and natural features.

Policy CC4C

Design and build University Place's civic buildings in a superior way and with high-quality materials to serve as innovative and sustainable models to the community.

Policy CC4D

Ensure safe environments by strongly encouraging the use of building and site design techniques, consistent with the National Crime Prevention Institute's *Crime Prevention through Environmental Design* (CPTED) guidelines, to:

- Distinguish between publicly accessible open space and private open space;
- Provide vandal-resistant construction;
- Provide opportunities for residents, workers, parents, caregivers and others to view spaces and observe activities nearby, especially those that should not be occurring; and
- ~~Reduce or eliminate~~ Encourage or enforce the maintenance or improvement of "unclaimed" areas, such as unmaintained easements between fence lines and street or trail right-of-way that can offer areas for unwanted activities.

Policy CC4E

Foster the natural environment and maintain and enhance the green character of the City, while integrating healthy built environments through techniques such as:

- Encouraging design that minimizes impact on natural systems;
- Using innovations in public projects that improve natural systems;
- Preserving areas of open space; and
- Requiring the preservation, maintenance and installation of street trees and other vegetation in accordance with the City's Streetscape Design Standards and Guidelines.

Policy CC4F

Encourage design and installation of landscaping that:

- Creates character and a sense of place;
- Retains and enhances existing green character;
- Preserves and utilizes native trees and plants;
- Enhances water and air quality;
- Minimizes water consumption;

Policy CC7A

Prepare streetscape landscape guidelines for the Regional Growth Center's Town Center District, 27th Street Business District, and Northeast Mixed Use District in order to achieve unique streetscapes that support each district's unique character and sense of place.

Policy CC7B

Periodically review and update, as needed, the City's Approved Street Tree Palette and associated design standards and guidelines to ensure that they reflect current science as to tree selection, installation and maintenance. Ensure proper management of the urban forest by paying attention to diversity of plantings, the arrival of insect pests and disease that may affect existing trees and future selections, and the long-term performance of trees previously identified as being suitable for specific applications. As new selections are identified as being good candidates for street tree plantings in University Place, or as other trees on the current list are identified as being ones to avoid in the future, the list of approved street trees should be updated to reflect this new information. Use the Approved Street Tree Palette as a public outreach tool to disseminate information to the community regarding beneficial tree selection, installation and maintenance.

RESIDENTIAL CHARACTER

Much of the City's projected housing unit and population growth over the next couple of decades will be accommodated through construction of higher-density housing in the University Place Regional Growth Center, including mixed-use development within the Town Center District, 27th Street Business District, and Northeast Mixed Use District. Additional growth will occur in the form of infill development in established single-family and multifamily residential neighborhoods.

Today, factors such as an aging population, changes in family size and composition, and shifting generational preferences for different housing types and neighborhood designs and functions are contributing to changes in the social and economic factors relating to housing choices. These factors have the potential to influence greatly the character of the community. As such, it is important that the City guide future residential development in a manner that will be compatible with surrounding areas and build upon the positive aspects and character of the neighborhood.

GOAL CC8

Support residential infill development and redevelopment that responds to local preference and demand for innovative, high quality housing, that is sensitive to surrounding residential areas, and that supports community character goals and objectives.

Policy CC8A

Periodically review and update design standards and guidelines and other zoning provisions that apply to residential mixed-use development and infill housing to assess

buildings on historic sites, when feasible, as a means of commemorating past events, persons of note and City history.

Policy CC9E

Partner with the University Place Historical Society to Eestablish an ongoing process of identification, documentation, and evaluation of historic properties. Coordinate with Historical Society efforts to Maintain and update the historic property inventory as new information arises to guide planning and decision making, as well as to provide reference and research material for use by the community. Make use of property evaluation forms, deed documents, news articles and other information to help evaluate a property. Use knowledge of the history and significance of properties to foster stewardship by owners and the public.

Policy CC9F

Encourage nomination of historic resources that appear to meet Historic Landmark criteria by individuals, community groups and public officials. Support designation of properties at appropriate levels: local, county, state or national. Pierce County, the State of Washington and the United States -- through the United States National Park Service (Secretary of the Interior) -- all maintain registers of Historic Landmarks. Consider establishing a local University Place historic landmark register.

Policy CC9G

Emphasize the preservation of historic properties through methods such as adaptive reuse for promoting economic development and/or public use. Consider applying special code provisions for historic or cultural sites to ensure that adaptive reuse (placing new uses in a building once intended for another use) or modification of a building to make it more functional or economically competitive will not trigger a requirement to bring the structure up to existing codes.

Policy CC9H

Encourage restoration and maintenance of historic properties through code flexibility, fee reductions, and other regulatory and financial incentives. Recognize that historic resources reflect a use of certain materials, an architectural style, or an attention to detail -- and discourage improper alterations or additions that may eliminate the very reason that a structure gives character to an area. Consider providing incentives to actively encourage both preservation of existing structures and restoration of structures to more closely resemble the original style and setting.

Policy CC9I

Protect Historic Landmarks from demolition or inappropriate modification.

Policy CC9J

Protect Historic Landmarks and significant archaeological resources from the adverse impacts of development. Encourage sensitive design of new development to allow new growth, while retaining community character.

Policy CC9K

University Place's preferred land use pattern recognizes that many uses can be good neighbors if designed and developed well. Some activities such as noise or fumes may create impacts that adversely affect other uses. University Place's overall policy is to minimize adverse impacts on sensitive, lower-intensity uses, such as residences.

GOAL LU2

Ensure that future growth and development protect and enhance the City's quality of life and character, and are compatible with existing community fabric.

Policy LU2A

Refine and maintain development regulations to promote compatibility between uses; retain and enhance desired neighborhood character; ensure adequate light, air and open space; protect and improve environmental quality; and manage potential impacts on public facilities and services. Through these regulations address features, including but not limited to:

- Impervious surface area and lot coverage;
- Building height, bulk, placement and separation;
- Development intensity;
- Access and connections for walking and bicycling; and
- Landscaping.

Policy LU2B

Use design standards and guidelines for residential development to:

- Provide variety in building and site design and visually appealing streetscapes in residential developments of several dwellings or more;
- Minimize significant impacts, such as loss of light or privacy, from large residential infill buildings on adjacent residents;
- Promote better air quality and the movement of air through residential areas;
- Promote compatibility with University Place's residential neighborhoods and avoid an appearance of overcrowding when rezones will increase residential development capacity or when density bonuses or flexibility in site standards are utilized; and
- Emphasize features typical of detached single family dwellings, such as pitched roofs, single points of entry and substantial window trim, as part of residential structures containing two or more dwelling units.

Policy LU2C

Promote compatibility between land uses and minimize land use conflicts when there is potential for adverse impacts on lower-intensity or more sensitive uses by:

- Ensuring that uses or structures meet performance standards that limit adverse impacts, such as noise, vibration, smoke and fumes; and

Policy LU7I

Ensure that multifamily residential development is designed and scaled in a manner that is compatible with nearby single-family neighborhoods. New multifamily development and redevelopment should comply with the City's adopted multifamily design standards and guidelines.

COMMERCIAL LAND USE

Commercial areas provide for the development and operation of retail and service businesses in support of community needs. The design and location of commercial areas are important to residents and businesses. Well-designed and -located commercial developments enable people to walk to a nearby restaurant or to park once and shop at several businesses. Good design and location are also important to providing transit service, avoiding conflicts with nearby uses, reducing traffic problems, and providing for easy delivery and pickup of goods. Allowing small-scale commercial areas near homes can reduce the distance people have to travel for frequently purchased goods and services. Neighborhood commercial areas also help provide for small-scale gathering places that are accessible from neighborhoods, help promote walkability and bike-ability, and support many aspects of University Place's long-term vision and goals, including economic vitality.

GOAL LU8

Achieve a mix of commercial land uses that serves the needs of the City's residents, businesses and visitors.

Policy LU8A

Maintain and enhance a well-distributed system of commercial uses that serve the needs of residential neighborhoods, workplaces and the greater University Place community. Encourage commercial land uses that support or provide services to adjacent land uses to encourage nonmotorized travel.

Policy LU8B

Maintain the Regional Growth Center (Town Center, 27th Street Business, and Northeast Mixed Use districts) as the major retail, service, entertainment and cultural center for the City. Ensure that other commercial areas in the City help meet the community's demand for commercial goods and services without diminishing the vitality of the Regional Growth Center.

Policy LU8C

Ensure that commercial areas of all types are located, designed and developed to:

- Maintain high visual quality, especially for commercial areas located within the Regional Growth Center and at entryways to the City;
- Have buildings~~businesses~~ rather than parking lots ~~abutting areas located along the street~~;
- Encourage compact commercial development and walking between businesses;
- Avoid the creation or expansion of long, narrow strip development;

Policy LU8M

Regulate adult entertainment facilities, which are retail and entertainment uses that have special zoning protection under the U.S. Constitution (as interpreted in judicial decisions), in a manner that protects residential areas and public gathering places such as parks, schools, churches and community business areas from the negative impacts associated with such establishments.

LIGHT MANUFACTURING/INDUSTRIAL AND BUSINESS PARK LAND USE

Business parks and other light industrial areas provide locations for a variety of businesses that supply employment opportunities and services for the greater University Place community and region. For larger companies, business parks enable firms to integrate their research and development, office, small warehouse and light manufacturing uses in one location.

On a smaller scale, opportunities exist within University Place to support the *maker movement*, an umbrella term for independent inventors, designers and tinkerers. Typical interests enjoyed by individuals who consider themselves to be part of the maker culture include engineering-oriented pursuits such as electronics, robotics, 3-D printing, and the use of computer numerical control (CNC) tools, as well as more traditional activities such as metalworking, woodworking, and traditional arts and crafts. The movement stresses new and unique applications of technologies, and encourages invention and prototyping. Some of these examples, which may not be highly visible to or have any measurable impact on surrounding land uses, may be integrated into the community in live-work units and other appropriate locations. Small-scale production, where individuals are making items in limited quantities for retail or wholesale markets, can be a key to a stronger local economy.

GOAL LU9

Provide for light manufacturing/industrial and “business park” land uses within the City.

Policy LU9A

Concentrate light manufacturing/industrial and business park uses in the northeast area of the City, which is already characterized by industrial use and has convenient access to major transportation corridors.

Policy LU9B

Support water-oriented industrial uses within areas designated Mixed Use -- Maritime (MU-M) located on the mainland side of the Day Island waterway. Support mixed-use development and redevelopment in the MU-M area that includes water-oriented light industrial, commercial, transportation, and moderate density residential uses, plus marinas, yacht clubs with boat moorage, and other boating facilities.

Policy LU9C

Support incubator ~~or start-up and~~ small-scale light industrial uses in appropriate locations within the City's Regional Growth Center. Support activities pursued by individuals that fit under the *maker movement* umbrella in appropriate locations while

recreational trails and pedestrian linkages between existing parks and other areas of the City to enhance public enjoyment of natural features and benefit transportation mobility and circulation.

Policy LU10D

Work with Pierce County and other land owners to acquire trail right-of-way and construct a trail along Leach Creek, through Chambers Creek Canyon to Chambers Bay. Work to connect the trail to public access pathways within the Chambers Creek Properties and to neighboring trail systems in Tacoma, Lakewood, Fircrest and Steilacoom. Seek regional assistance in raising funds for trail corridor acquisition and development of the trail itself.

Policy LU10E

Identify and preserve wildlife habitat, historical, unique geological and archeological resources as open space and natural areas. Ensure that environmental safeguards are in place and enforced. Provide educational materials to the community that foster respect for and encourage preservation of open space and natural areas that possess inherent value to the community.

ESSENTIAL PUBLIC FACILITIES

GOAL LU11

Provide for the appropriate siting of essential public facilities in the community.

Policy LU11A

Administer a process to site essential public facilities that: (1) requires consistency of the proposed facility with University Place's Comprehensive Plan; (2) emphasizes public involvement; (3) identifies and minimizes adverse impacts; and (4) promotes equitable location of these facilities throughout the city, county and state. Essential public facilities may include, but are not limited to, regional utility lines, drinking water reservoirs, power substations, fire stations, hospitals, schools, jails, solid waste transfer stations, highways, and stormwater and wastewater treatment plants.

Policy LU11B

Employ/Implement adopted siting criteria to protect surrounding uses and mitigate impacts of any specific facility on ~~the~~ neighborhoods and the City. Justify the need to site facilities that have service areas extending substantially beyond the City and evaluate the potential for alternative locations. Ensure that public facilities include improvements and mitigation if necessary to achieve compatibility with surrounding uses and to compensate for impacts of the facility on a neighborhood or the City.

Policy LU11C

Allow essential public facilities in those zones in which they would be compatible. Classify the type of land use review, such as whether the use is permitted or conditionally allowed, based on the purpose of the zone and the facility's potential for adverse impacts on uses and the environment. Consider allowing all essential public facilities in the Light Industrial Business Park zone if such uses are not compatible elsewhere.

Policy EN1E

Minimize the risk of structural damage, fire, injury to occupants, and post-seismic collapse in areas such as steep slopes and wetlands that are subject to severe seismic hazard by requiring the use of appropriate soils analysis and construction methods.

SURFACE WATER MANAGEMENT DRAINAGE SYSTEMS

Policy EN1F

Consider the entire Chambers-Clover Creek watershed in coordinating and implementing surface water management plans, with strategic actions and responsibility shared among University Place, Pierce County and other cities located within the watershed.

Policy EN1G

Maintain, enhance and protect natural drainage systems to protect water quality, reduce public costs and prevent environmental degradation including the destruction of wildlife habitat and degradation of vegetative cover within the stream corridor. Avoid altering natural drainage systems without implementing effective measures to minimize the risk of flooding and reduce negative impacts to water quality from stream scouring and sedimentation.

Policy EN1H

Protect water quality and natural drainage systems by controlling stormwater runoff that carries oil, fertilizers or other pollutants into streams. Reduce peak storm flows that scour streambeds, undercut stream walls, and fill spawning areas with silt, thereby damaging or destroying them. Protect water quality by requiring use of best management practices for stormwater management.

Policy EN1I

Consistent with National Pollutant Discharge Elimination System (NPDES) Western Washington Phase II Municipal Stormwater Permit requirements that apply to University Place, review, revise and make effective the City's development-related codes, rules, standards, or other enforceable documents to incorporate and require Low Impact Development (LID) principles and LID BMPs no later than December 31, 2016. The intent of the revisions shall be to make LID the preferred and commonly-used approach to site development.

Conduct a similar review and revision process, and consider the ~~recommendations~~range of issues, outlined in the following document: *Integrating LID into Local Codes: A Guidebook for Local Governments* (Puget Sound Partnership, 2012).

Support efforts by Pierce County to implement the Chambers Creek Properties Design Standards, amended pursuant to Ordinance 636 in 2014, which require future parking lots and certain other facilities to comply with the *Low Impact Development Technical Guidance Manual for Puget Sound*, prepared by the Washington State University

Extension and Puget Sound Partnership with the participation and support of a broad ranges of stakeholders. Encourage project designs to take full advantage of improvements in the performance of porous asphalt, permeable concrete and supportive technologies that may allow for the use of LID techniques to a degree, even on properties with poor soils.

Policy EN1J

Require LID designs and LID BMPs in areas where soils and geology support it. Mimic the predevelopment hydrology of a site by using a combination of site planning and structural design strategies to control runoff rate and volumes in order to **minimizeprevent** physical, chemical and biological degradation to streams, lakes, wetlands and other natural aquatic systems from commercial, residential or industrial development sites. Use low impact development designs to provide environmental and economic benefits including:

- Improved Water Quality. Stormwater runoff can pick up pollutants such as oil, bacteria, sediments, metals, hydrocarbons and some nutrients from impervious surfaces and discharge these to surface waters. Using LID practices will reduce pollutant-laden stormwater reaching local waters. Better water quality increases property values and lowers government clean-up costs.
- Reduced Number of Costly Flooding Events. In communities that rely on ditches and drains to divert runoff to local waterways, flooding can occur when large volumes of stormwater enter surface waters very quickly. Incorporating LID practices reduces the volume and speed of stormwater runoff and decreases costly flooding and property damage.
- Restored Aquatic Habitat. Rapidly moving stormwater erodes stream banks and scours stream channels, obliterating habitat for fish and other aquatic life. Using LID practices reduces the amount of stormwater reaching a surface water system and helps to maintain natural stream channel functions and habitat.
- Improved Groundwater Recharge. Runoff that is quickly shunted through ditches and drains into surface waters cannot soak into the ground. LID practices retain more rainfall on-site, allowing it to enter the ground and be filtered by soil as it seeps down to the water table.
- Enhanced Neighborhood Beauty. Traditional stormwater management infrastructure may include unsightly pipes, outfalls, concrete channels and fenced basins. Using LID broadly can increase property values and enhance communities by making them more beautiful, sustainable and wildlife friendly.

STREAMS AND WATER BODIES

Policy EN1K

Preserve, protect and improve natural stream channels for their hydraulic and ecological functions and aesthetic values and benefits by:

- Acquiring existing stream channels as public property;
- Creating buffer areas around streams;

Because any pollutant capable of contaminating surface water has the potential to contaminate groundwater, sources of water pollution must be considered a threat to groundwater quality as well as surface water quality. In a recent study under the direction of the Tacoma-Pierce County Health Department, nitrate concentrations in the shallow aquifer were shown to have increased about 40% and chloride levels between 400-500% over the last 20 years. Nitrate and chloride were measured because they are indicators of contamination by sewage. New development on sewers will decrease nitrogen loading from septic systems. Unless properly managed, however, new development will result in increases in storm water discharge that may increase nitrogen loading from that source. Storm water recharging into the aquifer will also mean increased levels of fecal coliform, organic compounds, and metals.

Floodplains, Wetlands and Shorelines

Floodplains exist along City creeks and marine shorelines, and in a few low spots such as in the Morrison Pond area and just west of the intersection of 40th Street and 67th Avenue. **Figure 5-3** shows flood plains in the City, identified by the Federal Emergency Management Agency (FEMA). Although flooding has not been a severe problem for most of University Place, channel erosion has exacerbated flooding along Leach Creek as has artificial filling in areas around Morrison Pond. Controlling the amount of water runoff is important to ensure a balance that prevents flooding but maintains flows to the City's creeks and wetlands, and infiltration to groundwater.

Wetlands are areas that are inundated or saturated by surface or ground water long enough or often enough to support vegetation that typically grows in saturated soils. Wetlands store storm water runoff, filter out impurities, provide fish and wildlife habitat and, when preserved as open space, provide area that citizens can enjoy. In 1996 the City conducted an inventory of the wetlands. Wetlands identified in this inventory and wetland buffers are shown in **Figure 5-4**.

The largest wetlands in University Place are along the Puget Sound Shoreline, Leach Creek and Chambers Creek, and at Morrison Pond/Adrianna Hess Wetland Park. A number of smaller wetlands are associated with other creeks and pockets of poorly drained soils like Dupont muck and Bellingham silty clay. Although not as apparent in University Place as freshwater wetlands, marine wetlands also serve important biological functions.

In addition to marine wetlands, the shorelines along Puget Sound and Chambers Creek provide habitat to a number of different freshwater, estuarine and marine fish, shellfish and plant species. Protecting the shorelines of Puget Sound and Chambers Creek is mandated by the State Shoreline Management Act. Protection maintains habitat, reduces erosion, preserves views and provides recreation opportunities.

and other stakeholders to determine what regional high capacity transit modes and routes would best serve the community.

Policy TR5D

Use transit as a way to provide for access, circulation and mobility needs in University Place, especially in the City's Regional Growth Center, additional areas planned for higher intensity mixed-use development, and favorable pedestrian environments.

Policy TR6D

Support, and where appropriate require, the provision of bicycle racks or lockers at transit stops to simplify transit connections for bicyclists and encourage increased transit ridership.

SIDEWALKS AND BICYCLE FACILITIES LANES

The needs of bicyclists, pedestrians and transit users must be integrated in all roadway projects. Sidewalk networks should be well connected with opportunities for regular safe street crossings. The availability of bicycle facilities can encourage people to bike rather than drive for short- and moderate-distance trips. If a roadway is designed to discourage vehicular speeding, it can be comfortably used by pedestrians and bicyclists alike. Transit-friendly design should support a high level of transit activity and include provisions for pedestrians safely crossing the street on their return trip.

Walking and bicycling provide numerous individual and community benefits related to health, safety, the environment, transportation and quality of life. People who cannot or prefer not to drive should have safe and efficient transportation choices.

GOAL TR6

Develop facilities for pedestrians and bicyclists to achieve a walkable community to support active and independent living, health, environmental quality and cost savings for travel.

Policy TR6A

Require sidewalk facilities on all new and substantially redeveloped public streets to enhance public safety. Ensure the provision of sidewalks in close proximity to schools to offer protection for children who walk to and from school. Assign high priority to projects that provide access to the City's Regional Growth Center, provide linkages to transit, and complete planned pedestrian facilities or trails. Provide pedestrian facilities on non-arterial streets to supplement principal pedestrian facilities located on arterials. Ensure that crosswalks, signing, and pedestrian-activated signals conform to the *Manual on Uniform Traffic Control Devices (MUTCD)*.

Policy TR6B

Develop a system of bicycle routes that connects neighborhoods and is coordinated with surrounding jurisdictions to allow people to conveniently travel between and within neighborhoods and local parks, commercial mixed use areas and regional facilities. Coordinate the planning, design, and construction of these facilities with adjacent

Policy CF6C

Ensure that traffic impact fees collected pursuant to the University Place Traffic Impact Fee Ordinance are spent only on projects listed in the Six-Year Capital Improvement Plan for transportation facilities consistent with RCW 82.02.050(4) and WAC 365-196-850.

SEWER

Policy CF6D

In accordance with the City's sewer franchise agreement with Pierce County, ~~W~~work with sewer providers to ensure that sewers are available citywide within 300 feet of all properties within the next 20 years, thereby enabling individual property owners to extend a sewer line to their properties for a reasonable cost.

Policy CF6E

Work with Pierce County, the City of Fircrest, and the City of Tacoma to develop a phased plan to offer sewer service to areas of University Place that are without sewers. Give priority to areas with failing or aging septic systems to minimize health and water quality impacts.

Policy CF6F

Encourage properties to hook up to sewers if they are available and require new development to connect to sewers to help alleviate long term environmental problems associated with septic system failure and groundwater contamination.

STORMWATER/DRAINAGE MANAGEMENT

Policy CF6G

Comply with Phase II Western Washington Municipal Stormwater Permit requirements in accordance with the EPA's National Pollutant Discharge Elimination System (NPDES). Incorporate best management practices during periodic refinement of stormwater regulations to address stormwater quality and quantity, erosion prevention, and minimizing downstream impacts of runoff in a manner consistent with NPDES Phase II requirements.

Policy CF6H

Maintain the City's existing storm drainage system, including streams that are prone to blockage from silt, vegetation, trees, and other debris, to prevent blockage and backups. Periodically review the maintenance program and provide sufficient funding to ensure that stormwater systems function effectively.

Policy CF6I

Implement the City's adopted Comprehensive Storm Drainage Plan, which identifies existing flooding problems, includes a strategy for making improvements, identifies funding opportunities and establishes best management practices to minimize development impacts.

growth projections, and parks and recreation programming. Consider adopting an impact fee ordinance if a school district determines such an ordinance would assist with addressing increased demand for services.

Policy CF6Q

Involve the city’s private schools while planning for educational resource needs in University Place.

BACKGROUND INFORMATION

LEVEL OF SERVICE (LOS)

In preparing a Capital Facilities Element, a key decision is establishing level of service (LOS) standards for public facilities and services. The LOS standard refers to an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need. The establishment of levels of services for facilities and services will enable the City to: a) evaluate how well it is serving its existing residents; and, b) determine how many new facilities or services will have to be constructed or provided to accommodate new growth and development.

FACILITIES AND SERVICES

The City of University Place owns and operates, or contracts for, the facilities and services listed in **Table 7-1**. Other public facilities and services are provided by special districts or by other public agencies, as shown in **Table 7-2**. Level of service measurements are listed or referenced in these tables.

**Table 7-1
City Owned & Operated Facilities and Contracted Services**

Capital Facility/Service	Provider	Level of Service Measurement
Transportation	City	Delay at Intersections / Road Capacity – See Transportation Element
Surface Water Management	City	Compliance with King County Surface Water Design Manual.
Parks & Recreation	City	Acres / 1000 Population – See Parks, Recreation and Open Space Plan
Municipal Facilities	City	Building Area / 1000 Population.
Police	Pierce County (City Contract)	<u>Prioritize calls for service based on changing staffing levels</u> ”No Call Too Small” Service
Courts	City of Lakewood (City Contract)	No adopted standards directly applicable to University Place

- Using biostabilization, riprap or other engineering techniques to prevent erosion where lines may need to follow steep slopes; and
- Minimizing corridor widths.

Policy UT2G

Avoid utility impacts to public health and safety, consistent with current research and scientific consensus. Monitor scientific research and adopt regulatory measures if research concludes that a proven relationship exists between electric utility or wireless communication facilities and adverse health impacts. Monitor improvements in the natural gas industry and require gas pipeline utilities to upgrade their facilities to implement the best available technology with respect to leak detection devices and other components.

Policy UT2H

Protect the City's rights-of-way from unnecessary damage and interference and ensure restoration to pre-construction condition or better. Ensure that trenching for the installation, repair, or maintenance of facilities; installation of poles and streetlights; boring; or patching or restoring streets where work has just been completed are performed in accordance with City standards that apply to construction or repair of utility facilities in the right-of-way. Require bonds or other financial guarantees to ensure that restoration is performed properly and that failed repairs will be corrected.

Policy UT2I

Promote undergrounding of existing utility lines to reduce visual clutter, minimize inappropriate pruning of trees and shrubs to accommodate maintenance of overhead lines, and enhance reliability of power and telecommunication facilities. Consider new technologies, such as wireless transmission, as they become available in order to minimize aboveground utilities.

Policy UT2J

Require undergrounding of new utility distribution lines and feeders or provisions for future undergrounding as a condition for development projects. Underground existing utility distribution lines or provide for future undergrounding as street projects occur. Fund undergrounding through a capital improvement program or through formation of a local improvement district. Require individual service lines to be undergrounded when significant site improvements are made. Require undergrounding except where underground installation would cause greater environmental harm than alternatives or where it is demonstrated that such installation will be economically infeasible.

Policy UT2K

Require Pierce County Public Works and Utilities to ensure that the Chambers Creek Regional Wastewater Treatment Plant operates in a manner that does not negatively impact neighboring properties in terms of odors, activity levels, and other operational characteristics.

Policy PRO1E

Encourage development of inter-generational / multi-purpose indoor and outdoor active recreation facilities and programs that are responsive to community needs and interests and based on the demand for recreation programs.

Policy PRO1F

Require new and substantially modified residential development to provide open space and recreation facilities to serve the intended residents. Encourage, and where appropriate require, public plazas and other usable open space in commercial and mixed use projects that includes seating and other improvements that enhance their function as community gathering places. Consider the use of incentives to help achieve the policy objectives.

Policy PRO1G

Improve bicycle access and safety throughout University Place. Provide new bicycle lanes or trails and other supportive facilities when streets or transportation facilities are constructed or improved.

Policy PRO1H

Develop pedestrian trails along creeks and saltwater shoreline where feasible and not detrimental to wildlife and other aspects of the environment. Develop interpretive trails and other pedestrian pathway connections between parks and open space surrounding wetlands, ponds and other water features, for example Adrianna Hess Wetland Park and Paradise Pond Park. Continue supporting development of the Chambers Creek trail in order to achieve a regional trail system that connects trails within the City of Fircrest to the Puget Sound shoreline at Chambers Creek Properties via the Leach Creek corridor and Chambers Creek Canyon.

Policy PRO1I

Coordinate development of parks, open space, pedestrian walkways, bike paths, water trails, and an urban connected on-street and off-street trail system with the area's unique open space settings including wetlands, creeks, greenbelts, and other environmentally sensitive or historic sites.

Policy PRO1J

Provide adequate Community Center facilities for youth and adults based on community support and funding capacity.

Policy PRO1K

Encourage development of community oriented enrichment programs that are responsive to community needs and promote community support.

Policy PRO1L

Enhance recreation opportunities for University Place by partnering with other cities, non-profit groups, local businesses, other government agencies and the University Place School District.

Infrastructure. Facilities and services needed to sustain industry, residential, and commercial activities. Infrastructure may include, but not be limited to, water and sewer lines, streets, and communication lines. From an economic development perspective, infrastructure also includes environmentally safe siting, an adequately trained labor force, and a transport network that includes an adequate commercial transportation system of roadways, rail system, and air freight.

In Stream Structures. Structures that serve to impound or divert water for purposes such as flood control, recreation or fisheries enhancement.

Joint Planning. Cooperative planning that occurs between jurisdictions in areas of mutual concern to ensure consistency in planning.

Land Use. The use of any piece of land, including vacant. The way in which land is being used is land use.

Landfill. The creation of dry upland area by the filling or depositing of sand, soil, gravel or other suitable materials (not solid waste) into a shoreline area to create new land, tideland, or submerged lands waterward of the ordinary high water mark, or on uplands or wetlands in order to raise the elevation.

Level of Service (LOS). An established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need.

Linear Park. A park in an urban or suburban setting that is substantially longer than it is wide. Linear parks may use strips of public land next to streams, highways, railroads and shorelines. Arterial streets that have well developed landscape planter strips with street trees coupled with sidewalks or pedestrian pathways may be considered linear parks and can function as extensions of a community's pedestrian and bicycle trail system. Linear parks are often described as greenways.

Local Streets. The local street system consisting of local and minor access streets which provides circulation and access for residential neighborhoods away from the arterial system. Local streets should be designed for relatively low uniform traffic flow which discourages excessive speeds and minimizes traffic control devices.

Major Arterials. Roadways which carry major traffic movements within the City, providing intra-community travel between University Place and other suburban centers, larger communities and major trip generators. Major arterials serve the longest trips and carry some of the highest traffic volumes in the City. The design year average daily traffic volume (ADT) is approximately 5,000 to 30,000 vehicles or more. Major arterials are generally intended to serve through traffic, service to abutting land should be subordinate to the provision of travel service to major traffic movements.

Marinas. Facilities that provide boat launching, storage, supplies, and services for small pleasure craft and commercial fishing.

May. An option, possibility, or permission.

Better! Cities & Towns

Better places, stronger communities.

Form-based codes offer predictability

Blog post by [Robert Steuteville](#) on 14 Aug 2015
[codes](#)

Robert Steuteville, Better! Cities & Towns



A form-based code (FBC) provides a more predictable built environment and the likelihood of more appealing public spaces with an identifiable character.

Form-coding regulates buildings with the goal of creating neighborhoods that support walking, bicycling, a mixture of uses, and community gathering places—qualities that are in demand today.

Many communities are changing to FBCs, but regulatory change raises many concerns. This week an [article](#) in the Boulder, Colorado, *Daily Camera* started off by saying: "The idea behind form-based code in Boulder is that the city would tell developers and architects what their buildings should look like."

The reality is not so simple. The FBC limits what a developer or architect can do, but so does conventional zoning. Many aspects of a FBC allow more freedom than conventional codes:

- 1) The conventional code is far more restrictive on mixed-use, and uses in general, than a FBC.

- 2) The FBC often will allow more density.
- 3) FBCs encourage a wider variety of building types than a conventional code.
- 4) FBCs tend to allow faster entitlement.
- 5) Conventional codes regulate building height, while FBC tends to regulate number of stories, which encourages more variety within an acceptable range.

In exchange for that latitude, the FBC will restrict blank walls, parking lots on the street, or other pedestrian-unfriendly frontages that are often allowed in conventional codes. These restrictions add value and ensure that the landowner next door or across the street will be encouraged to build something that also supports that character.

In Boulder, developers currently go through a torturous approval process whereby public officials wield a great deal of influence.

As the author stated: "Public officials have wide discretion to extract concessions from developers in exchange for 'vague 'community benefit' for height, setback and density modifications."

A FBC would make key design criteria clearer, so developers know what they have to do to gain approval. In exchange, some of the horse-trading with public officials would subside.

"My goal is to write a code that allows you to let go of some of that process," Leslie Oberholtzer of CodaMetrics said. "That is the purpose of form-based code. Even residents should be able to look at it and see that we're going to see these heights out here, but we also see these other design elements."

In considering a FBC, community leaders must weigh many issues specific to their localities. In general, form-based codes represents a different kind of regulation—one that is more transparent and predictable.

Robert Steuteville is editor and executive director of Better Cities & Towns.

Comments



STATE OF WASHINGTON
DEPARTMENT OF COMMERCE
1011 Plum Street SE • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000
www.commerce.wa.gov

September 10, 2015

Mr. David Swindale
Development Services Director
City of University Place
3715 Bridgeport Way West
University Place, Washington 98466

RE: Proposed update to the comprehensive plan and development regulations

Dear Mr. Swindale:

Thank you for sending Growth Management Services the proposed amendments to University Place's comprehensive plan and development regulations that we received on June 29, 2015, and processed with Material ID No. 21394.

We especially like the following:

- The plan includes excellent goals policies relating to health and wellbeing, affordable housing, complete streets and multimodal transportation, vibrant and accessible public spaces, parks and food choices. The plan emphasizes the setting of University Place, next to Puget Sound and above an aquifer used for drinking water. Policies such as encouraging the use of drought-tolerant plants, tree preservation, and use of green building and green infrastructure are model policies that demonstrate good stewardship of our environment. We especially like consideration of the entire Chambers-Clover Creek watershed in policy EN1F in coordinating on strategic actions and shared responsibility to address surface water in the watershed.
- The Capital Facilities Element clearly lists priorities for expenditures within the planning period, which lets the public know where funds will be spent.
- Congratulations on your designation as a center of regional importance. The plan has a clear vision for how University Place fits into the regional plan. The plan embraces the city's role as a large city in the region, poised to attract a growing population. This designation should help you reach your goals for intensifying centers in University Place. The City has invested considerable resources into the development of a Town Center to serve as a catalyst for economic development.

We have two concerns that you should address before you adopt your plan and development regulation amendments:

Mr. David Swindale
September 10, 2015
Page 2

- We are concerned that the total capacity identified in the Land Use Element is not sufficient to accommodate all of the growth identified in the regional plan through 2035. The analysis in the Land Use Element is very well done; it shows the potential for 2,856 new single family residences at the current low density designation, and 2,732 new multifamily housing units for a total capacity of 5,588 new housing units. This exceeds the projected need to 2030 of 5,198. It is close, but falls short of reaching the 2035 target of 6,418. We recommend your Land Use Element identify measures University Place can implement that are reasonably likely to increase capacity and allow the city to meet its 2035 target. Much of University Place is zoned at R-1 which allows small lot development and cottage housing. Incentives to encourage these types of developments, and other similar tools may be good strategies to gain additional capacity.
- We see that about 980 parcels in the city are not yet served by sewer and rely on septic drainfields to treat sewage. We understand that City and County staff are discussing options for those areas, and we encourage you to address this problem as soon as possible. Sewage service will help allow added density and reduce the risk associated with septic systems over a source of drinking water and adjacent to the Puget Sound.

We are concerned about Policy IN1T, which is to protect the EPA-designated Sole Source Aquifer that underlays University Place to ensure that drinking water supplies are protected and overall water quality and quantity are maintained and improved. Require all new development to be served by sanitary sewers unless a determination is made that such service is unavailable. Ensure that new development meets performance standards to maintain aquifer recharge and protection. Retrofit existing facilities, where feasible, to meet water quality standards.

We recommend that this policy be revised to be very clear what “unavailable” means, and only allow septic within very narrowly defined criteria. Policy EN3A is to require sanitary sewers for development when available by the sewer provider. Again, it is unclear what “available” means. WAC 365-196-320 allows for the use of on-site sewer systems within urban growth areas in limited circumstances where there is no negative effect on basic public health, safety and the environment; and the use of on-site sewer systems does not preclude development at urban densities. Such circumstances may include:

- (i) Use of on-site sewer systems as a transitional strategy where there is a development phasing plan in place (see WAC 365-195-330) or
- (ii) To serve isolated pockets of urban land difficult to serve due to terrain, critical areas or where the benefit of providing an urban level of service is cost-prohibitive; or
- (iii) Where on-site systems are the best available technology for the circumstances and are designed to serve urban densities.

We recommend you also include the following regional policies in your plan, which relate to septic systems as a temporary measure, and platting development in such a way that urban densities are not precluded in the future.

- **MPP-PS-9:** Serve new development within the urban growth area with sanitary sewer systems or fit it with dry sewers in anticipation of connection to the sewer system. Alternative technology to sewers should only be considered when it can be shown to produce treatment at standards that are equal to or better than the sewer system and where a long-term maintenance plan is in place.
- **MPP-PS-10:** Replace failing septic systems within the urban growth area with sanitary sewers or alternative technology that is comparable or better.

Mr. David Swindale
September 10, 2015
Page 3

In conclusion, RCW 36.70A.130(1) requires that counties and cities take action to review and revise, if necessary, their comprehensive plans and development regulations, including their critical areas ordinances every eight-years. For jurisdictions in Pierce County, this deadline is June 30, 2015 for the update of your comprehensive plan and implementing regulations. When you complete your periodic review, Commerce recommends that your final legislative action document the entire review process and declare the periodic update required in RCW 36.70A.130(1) is complete. The findings should include opportunities provided to the public to take part in this review, and that your comprehensive plan and development regulations are consistent with the Growth Management Act (GMA). The [Commerce Update information page](#) contains examples of update resolutions with findings that you can use. Upon completion, please send the adopted ordinance or resolution to Commerce and notify the department that the update is complete. This will assure that we update our records and show your community as eligible for grants and loans that require GMA compliance.

Congratulations to you and your staff for the good work these amendments represent. If you have any questions or concerns about our comments or any other growth management issues, please contact me at 360.725.3064. We extend our continued support to the City of University Place in achieving the goals of growth management.

Sincerely,



Anne Fritzel
Growth Management Planner
Growth Management Services

AAF:lw

cc: Mr. Jeff Boers, Principal Planner, University Place
Dan Cardwell, Pierce County
Pierce County Sewer Utility
Erika Harris, Senior Planner, Puget Sound Regional Council
David Andersen, AICP, Eastern Region Manager, Growth Management Services
Ike Nwankwo, Western Region Manager, Growth Management Services

- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action;
- Compensating for the impact by replacing or providing substitute resources or environments.

SHORELANDS

Policy EN1P

Preserve and enhance shoreline ecology while balancing public access and recreational opportunities and achieving other shoreline goals in accordance with the Shoreline Management Act and the City's adopted SMP.

AQUIFERS

Policy EN1Q

Protect the EPA-designated Sole Source Aquifer that underlays University Place to ensure that drinking water supplies are protected and overall water quality and quantity are maintained or improved. Require all new development to be served by sanitary sewers unless a determination is made that such service is unavailable. A sanitary sewer system shall be considered available when the boundary of the development is within 300 feet from a sewer line by way of a public right-of-way or private utility easement between the boundary of the subject property and the existing sewer line. Limit this exception to small-scale infill development located in neighborhoods where there are significant constraints that preclude extension of sanitary sewer service in the foreseeable future. Ensure that new development meets performance standards to maintain aquifer recharge and protection. Retrofit existing facilities, where feasible, to meet water quality standards.

FLOOD PRONE AREAS

Policy EN1R

Preserve the natural flood storage function of floodplains. Emphasize non-structural methods in planning for flood prevention and damage reduction.

Policy EN1S

Protect 100-year floodplains by restricting development within them, locating roads and structures above the 100-year flood level, and requiring new development to replace existing flood storage capacity lost to filling. Discourage development of critical and essential public facilities, such as medical centers and schools, within the 500-year floodplain.

Policy EN1T

Make floodplain and floodway information available to the public to improve community understanding of potential hazard areas, particularly the saltwater shoreline at the

Policy EN2E

Effectively administer the King County Surface Water Design Manual to ensure that private and public development of areas near streams does not degrade the quantity and quality of stream flows necessary for fisheries and other recreational activities.

Policy EN2F

Work with adjacent jurisdictions to identify and maintain continuous corridors for wildlife. Focus efforts on stream corridors, steep slopes, shoreline bluffs and Puget Sound, all of which form parts of University Place's contiguous boundaries with Tacoma, Fircrest, Lakewood and Pierce County.

Policy EN2G

Give special consideration to conservation and protection measures necessary to preserve and enhance anadromous fisheries including Chinook, Coho and Chum Salmon, and Steelhead Trout.

Policy EN2H

Monitor and actively participate in planning, management and regulatory activities related to the Endangered Species Act (ESA) listing of Chinook salmon and other critical habitat in University Place.

GOAL EN3

Protect and improve the essential livability of the urban environment.

WATER QUALITY

Policy EN3A

Enhance and protect water quality. Preserve water as an amenity and its ecological functions through planning and innovative land development. Achieve clean water by various methods, including:

- Requiring sanitary sewers for proposed new development and substantial redevelopment when determined to be available by the sewer provider, meaning the property on which the development or redevelopment would be located is within 300 feet of an existing sewer line by way of a public right-of-way or private utility easement;
- Requiring effective stormwater control for new development and redevelopment;
- Emphasizing public education on how to maintain water quality within natural drainage basins; and
- Reducing or controlling pollutants in runoff from paved surfaces.

Policy EN3B

Serve new development with sanitary sewer systems or fit it with dry sewers in anticipation of connection to the sewer system. Alternative technology to sewers should only be considered when it can be shown to produce treatment at standards

that are equal to or better than the sewer system and where a long-term maintenance plan is in place.

Policy EN3C

Replace failing septic systems with sanitary sewers or alternative technology that is comparable or better.

Policy EN3DB

Manage water resources for the multiple benefits and uses of recreation, fish and wildlife habitat, flood protection, erosion control, water supply, and open space.

Policy EN3EG

Work with neighboring jurisdictions and other agencies and organizations to enhance and protect water quality in the region.

AIR QUALITY

Policy EN3FD

Work with the Puget Sound Air Pollution Control Agency to attain a high level of air quality in University Place to reduce adverse health impacts and to provide clear visibility for scenic views. Provide information to the public on air quality problems and measures that can be taken to improve air quality.

Policy EN3GE

Continue efforts to address climate change and the reduction of greenhouse gasses. Implement the University Place Organizational Sustainability Plan, which includes goals, policies and implementation strategies. Continue to build bicycle lanes, pedestrian paths, trails and multi-modal facilities. Encourage the use of electrical vehicles by encouraging and providing electric vehicle charging stations. Promote the use of alternative energy sources including solar and wind energy, and encourage energy conservation and energy efficient buildings. Lead by example by purchasing electric or hybrid fleet vehicles, incorporating energy conservation practices in daily operations, using solar panels to supplement energy consumption and building energy efficient public facilities.

Policy EN3HF

Develop land use practices that improve air quality such as retaining trees and other vegetation that filters out suspended particulates and purifies the air. Discourage land uses that create local air quality problems. Promote land use patterns that result in reduced commuting times. Require dust control measures during site preparation in new development.

Policy EN3IG

Support air pollution reduction measures, particularly those involving vehicle emissions, to attain or maintain federal and state air quality requirements. Work with

AUG 31 2015

#12
Attachment 5



**Washington State
Department of Transportation**

Lynn Peterson
Secretary of Transportation

Olympic Region
5720 Capitol Boulevard, Tumwater
P.O. Box 47440
Olympia WA 98504-7440
360-357-2600 / FAX: 360-357-2601
TTY: 1-800-833-6388
www.wsdot.wa.gov

August 27, 2015

Mr. Jeff Boers
Senior Planner
Development Services
City of University Place
3715 Bridgeport Way West
University Place, WA 98466

RE: Proposed Amendments to the City of University Place Comprehensive Plan

Dear Mr. Boers:

Thank you for allowing the Olympic Region of the Washington State Department of Transportation (WSDOT) the opportunity to review and comment on the proposed amendments to the Comprehensive Plan. We recognize the investment of time and energy that this document represents and we appreciate the opportunity to comment. The following comments are provided for your consideration as the City completes its update.

We are overall pleased to see the policy direction in this plan – focused on building a multimodal system and land uses that support the potential for additional transit and seeks safe bicycle and pedestrian connections. The plan does a good job of addressing bicycle and pedestrian mobility. WSDOT encourages you to consider either in these or future amendments that more consideration be given to fostering livable communities — providing people access to affordable and environmentally sustainable transportation rather than just completing the connections. Consideration should be given to the six principles of livability as laid out by the USDOT, Housing Urban Development (HUD) And the Environmental Protection Agency (EPA).

We also encourage the City to consider adopting the federal and state goal of doubling biking and walking over the planning horizon, while at the same time reducing collisions involving cyclists and pedestrians (5% per year). In addition, we would suggest that you consider adopting or endorsing the National Association of City Transportation Officials (NACTO) *Urban Street Design Guide* and *Urban Bikeway Design Guide*.

August 27, 2015
Mr. Boers
Page - 2

We have one issue as to the discussion of planned roadway improvements. Reference page 6-37, Figure 6-8 in 2035 the intersection of Regents and 24th is forecast to be LOS E without improvements and in 2035 with improvements Regents and 24th is forecast to be LOS D (page 6-42, Figure 6-10). However, there are no improvements identified at Regents and 24th (page 6-40, Figure 6-9). How did this intersection's LOS improve without any planned roadway improvements such as adding a turn lane, through lane, or new road connection?

Again we applaud your effort in developing this update and thank you for the opportunity to review and comment on the proposed comprehensive plan update. If you have any questions related to this letter please contact George Kovich of my office at (360) 704-3207.

Sincerely,



Dennis Engel P.E.
Transportation Planning Manager

DE:yl
GK

cc: Ike Nwankwo, Commerce
Anne Aurelia Fritzel, Commerce
Yorik Stevens-Wajda, PSRC

Policy TR4C

Design and improve residential collector arterials to reduce speeds and accommodate neighborhood concerns about safety, aesthetics and noise. Construct missing sections of these streets to improve emergency vehicle access and response times and overall transportation system connectivity. Design these street connections to have two travel lanes only, pedestrian and bicycle facilities, landscaping, streetlights, and other traffic calming elements that reduce speeds and enhance compatibility with adjacent residences.

Policy TR4D

Achieve a doubling of walking and biking over the planning horizon in accordance with federal and state goals while reducing collisions involving cyclists and pedestrians 5 percent per year.

TRANSIT

Transit is a key element of University Place's multimodal infrastructure and plays a critical role in providing connections, mobility and access both locally and regionally. PSRC's *VISION 2040* and *Transportation 2040* plans contain the regional growth and transportation strategies for the central Puget Sound region. These plans call for channeling future growth into regional growth centers and linking of these centers with light rail and other forms of transit. The Countywide Planning Policies for Pierce County expand on this strategy, providing guidelines for the designation and development of centers and measures to be taken by local jurisdictions in support of a regional high capacity transit system. PSRC and University Place's Comprehensive Plan have designated a Regional Growth Center for the Town Center, 27th Street Business, and Northeast Mixed Use Districts that warrants investment in transit to provide both local and regional connections.

GOAL TR5

Encourage use of public transportation to accommodate a larger proportion of the traveling public.

Policy TR5A

Work with Pierce Transit to support the provision of local transit service on major, secondary, and collector arterials providing feeder service to residential areas and connections to adjacent jurisdictions. Local transit service should be expanded to serve the entire community including underserved neighborhoods and those individuals with special needs.

Policy TR5B

Coordinate with Pierce Transit and the Tacoma and University Place school districts to develop bus stops and shelters with seating to provide greater comfort for riders and encourage higher ridership.

Policy TR5C

Participate in Sound Transit's system planning process to help identify and evaluate potential options for system expansion, including alternatives that would extend light rail to portions of west Pierce County, including University Place. Work with Sound Transit

Tacoma-Pierce County Health Department Comments on City of University Place 2015 Draft Comprehensive Plan Amendments and GMA Periodical Update Code Amendments

The quality of life and the health and well-being of those who live, work and play in University Place are affected by how neighborhoods are built and whether people can fairly access services, facilities and amenities.

To assist your assessment of environmental impacts to incorporate health, the Health Department offers an array for mitigation measures and policies for comprehensive plans in this [Guide](#) (www.tpchd.org/files/library/a6bd730e70512250.pdf).

The City of University Place has a higher proportion of seniors aged 75 and over. The community is ethnically-diverse, with a higher proportion of Asians and multi-racial individuals. However, there are fewer individuals with a Hispanic/Latino origin. In terms of health outcome, adults calling University place home have experienced a higher prevalence of coronary heart disease, but enjoyed pretty good mental health. Partly associated with the aging population, the mortality rate due to Alzheimer's disease is higher than the County's and the State's. Here's the [profile](#) of your city which you may append to your draft plan (www.tpchd.org/files/library/128bdd33ac6a1811.pdf).

Thank you for incorporating a paragraph describing how the draft Plan comprehensively integrates "health and well-being" into all elements. The Department deeply appreciates the strong partnership with the City in the past year allowing us to review various draft elements as they were developed. We would like to take this opportunity to thank you for addressing our comments offered in 2014 (refer to comments dated October 2 and 13, 2014). We trust that by incorporating health into all goals and policies, the health and well-being of the community can be further safeguarded and enhanced. Health starts where people live, work, learn, play and pray.

The Department would like to offer a few more high-level observations for your consideration:

- We encourage the City to consider replacing the term "single family dwellings/neighborhoods" to "single detached dwellings/neighborhoods" to place emphasis on the built form, rather than the number of families/units allowed under one pitched roof or the same lot, the size or the ownership of the unit. If designed appropriately, small triplexes or sometimes fourplexes, irrespective of ownership, can be comfortably nested within single detached neighborhoods, without affecting the existing character of the neighborhoods. While this is a very progressive request, we believe this change is compatible with your proposed code amendment of removing "single family residential" from "R1" zone.

- Under the discussion of flood prone areas in the Environmental Management Element, consider introducing a policy to discourage the development of critical and essential public facilities, such as medical centers and schools etc, within the 500-year floodplain. From a public health and safety perspective, we would encourage jurisdictions to take preventive and adaptive measures in response to extreme climate conditions.
- Under the Transportation Element where Growth Management Act is mentioned, consider adding the two bills (ESSB 518 and 2SHB 1565) passed by the State Legislature in 2005 which encourage a multimodal transportation approach and active communities.
- The Department continues to encourage parks, open space and trails to be provided within walking distance from residences in order to strengthen Policy PRO1B. We also encourage the City to further explore partnerships with the private sector to provide a range of public space and public art (policies under Goal PRO9) to support livability.

Thank you for giving Tacoma-Pierce County Health Department the opportunity to provide health input to your well-developed draft plan and code amendments.

- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action;
- Compensating for the impact by replacing or providing substitute resources or environments.

SHORELANDS

Policy EN1P

Preserve and enhance shoreline ecology while balancing public access and recreational opportunities and achieving other shoreline goals in accordance with the Shoreline Management Act and the City's adopted SMP.

AQUIFERS

Policy EN1Q

Protect the EPA-designated Sole Source Aquifer that underlays University Place to ensure that drinking water supplies are protected and overall water quality and quantity are maintained or improved. Require all new development to be served by sanitary sewers unless a determination is made that such service is unavailable. A sanitary sewer system shall be considered available when the boundary of the development is within 300 feet from a sewer line by way of a public right-of-way or private utility easement between the boundary of the subject property and the existing sewer line. Limit this exception to small-scale infill development located in neighborhoods where there are significant constraints that preclude extension of sanitary sewer service in the foreseeable future. Ensure that new development meets performance standards to maintain aquifer recharge and protection. Retrofit existing facilities, where feasible, to meet water quality standards.

FLOOD PRONE AREAS

Policy EN1R

Preserve the natural flood storage function of floodplains. Emphasize non-structural methods in planning for flood prevention and damage reduction.

Policy EN1S

Protect 100-year floodplains by restricting development within them, locating roads and structures above the 100-year flood level, and requiring new development to replace existing flood storage capacity lost to filling. Discourage development of critical and essential public facilities, such as medical centers and schools, within the 500-year floodplain.

Policy EN1T

Make floodplain and floodway information available to the public to improve community understanding of potential hazard areas, particularly the saltwater shoreline at the

CHAPTER 6

TRANSPORTATION ELEMENT

INTRODUCTION

To achieve University Place's vision and goals, the Transportation Element is designed to guide development of the City's transportation system to serve the community as envisioned in this Plan. The transportation policies in this Element are designed to guide the actions of the City public agencies and private decisions related to individual developments.

In accordance with the Comprehensive Plan, significant amounts of new residential and commercial development, with associated population and employment growth, are forecasted. University Place's growth targets and projections through 2035 are summarized in the Land Use Element. Land uses surrounding the City are assumed to develop in a pattern consistent with the regional strategies, including *VISION 2040* and *Transportation 2040*. Land use and transportation forecasts for surrounding areas are integrated into the assumptions underlying the transportation improvement identified in this element.

In developing a transportation system that serves current and future needs, the policies in this Element support programs, projects and services with long term benefits to the community that address economic, social and environmental needs. University Place's transportation policies promote long term community benefits by:

- Developing a transportation system that supports mixed land uses, particularly in the City's Regional Growth Center; and
- Offering multimodal travel choices that are safe for all users.

In promoting such benefits, the City seeks to address the need for a better transportation system -- one that is accessible with connections between places, helps improve air quality through the use of alternative fuels that reduce greenhouse gas emissions, and is designed to encourage healthier lifestyles and independent living, particularly for vulnerable populations.

The overarching objectives of the Element are to:

- Ensure that the transportation system, including all programs, projects and services, whether funded, built or operated privately or by a public sector agency, serve to achieve the preferred land use pattern contained in the Land Use Element;
- Ensure that the transportation system provides for the mobility and access needs of those who live, shop, visit, work and recreate in University Place; and
- Ensure the safe and environmentally sound use of the transportation system, and limit the loss of life due to fatality accidents.

STATE AND REGIONAL PLANNING CONTEXT

GROWTH MANAGEMENT ACT

The Washington State Growth Management Act (RCW 36.70A) requires the City include a Transportation Element within its Comprehensive Plan. The Act identifies transportation

facilities planning and, specifically, encouraging efficient multi-modal transportation systems based on regional priorities coordinated with local comprehensive plans, as a planning goal to guide the development and adoption of comprehensive plans and development regulations. The Transportation Element must include: (a) land use assumptions used in estimating travel; (b) facilities and services needs; (c) finance; (d) intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions; and (e) demand management strategies.

Two bills passed by the State Legislature in 2005 provide explicit policy direction to increase physical activity levels in Washington State by requiring an increase in the number of active community environments through urban planning and infrastructure development.

ESSB 5186 requires jurisdictions to specifically employ land-use and transportation approaches to promoting physical activity under the GMA. The Transportation Element must: "Include a pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles" [RCW 36.70A.076(6)(a)(7)].

2SHB 1565 encourages a multimodal transportation approach. Specifically, the "Transportation Element required by RCW 36.70A.070 may include multimodal transportation improvements or strategies that are made concurrent with the development, in addition to improvements or strategies to accommodate the impacts of development authorized under RCW 36.70A.070(6)(b).

COMMUTE REDUCTION EFFICIENCY ACT

The Commute Reduction Efficiency Act of 2006 (RCW 70.94.521-531) goal is to reduce congestion on the roadway network and help address the air pollution issues within the urban areas. This act requires local governments to work with their larger employers to develop and implement strategies for reducing their single occupant auto trips. Jurisdictions affected by the commute trip reduction (CTR) law are required to develop local CTR plans that include the documenting of local transportation settings of the affected work sites and the strategies by which the rate of single occupant vehicle use may be reduced.

VISION 2040 MULTICOUNTY PLANNING POLICIES (MPP)

VISION 2040 offers an integrated approach to addressing land use and transportation, along with the environment and economic development. It calls for a clean, sustainable transportation future that supports the regional growth strategy. Sustainable transportation involves the efficient and environmentally sensitive movement of people, information, goods and services – with a special focus on safety and health. Sustainable transportation minimizes the impacts of transportation activities on air, water, and climate. It includes the design of walkable cities and bike-able neighborhoods, as well as using alternatives to driving alone. It relies on cleaner, renewable resources for energy.

The transportation-related multicounty planning policies in *VISION 2040* are presented in three groups. The first group of policies calls for maintaining, preserving, and operating the existing transportation system in a safer and more efficient way. They advance

GOALS AND POLICIES

This Element contains the parks, recreation, and open space goals and policies for the City of University Place. The following goals represent the general direction of the City related to parks, recreation and open space, and the policies provide more detail about the strategies and other steps needed to meet the intent of each goal.

PLANNING/IMPLEMENTATION

GOAL PRO1

Maintain and continue to develop a high quality, diversified park, recreation and open space system that benefits citizens of various ages, incomes and physical abilities.

Policy PRO1A

Identify, acquire, and preserve a wide variety of lands for park and open space purposes, including:

- Natural areas and features with outstanding scenic or recreational value, or wildlife preservation potential;
- Lands that provide public access to shorelands and creeks;
- Lands that visually or physically connect natural areas, or provide important linkages for recreation, plant communities, and wildlife habitat;
- Lands valuable for recreation, such as athletic fields, trails, fishing, swimming or picnic activities;
- Lands that provide an appropriate setting and location for community center facilities;
- Park land that enhances the surrounding land uses;
- Land that is presently available, or that, if not preserved now, will be lost to development in the future;
- Land that preserves significant historical areas and features.

Policy PRO1B

Ensure a fair geographic distribution of parks, playgrounds, and related recreation opportunities within walking distance of, and conveniently accessible to all residents via safe sidewalks, pathways and trails.

Policy PRO1C

Evaluate traffic, noise, parking, lighting and other impacts on surrounding land uses when considering sites for acquisition and in developing park sites.

Policy PRO1D

Encourage improvement and use of underutilized publicly owned properties for park, recreation and open space purposes that meet the needs of a diverse community in terms of needs and interests.

Policy PRO8A

Preserve greenbelts so that the expanse and intensity of development is tempered by natural features found in the community, and so that wildlife habitat and corridors are maintained and enhanced.

Policy PRO8B

Encourage the connection and linkage of parks, open spaces and greenbelts.

Policy PRO8C

Provide usable open space in the Town Center, mixed use and commercial areas.

CIVIC FACILITIES

GOAL PRO9

Provide a range of spaces and places for civic functions such as public meetings, ceremonial events, and community festivals. Explore partnerships with the private sector to help achieve this goal.

Policy PRO9A

Create public spaces throughout the City.

Policy PRO9B

Encourage the inclusion of public art.

Policy PRO9C

Encourage community volunteerism in public beautification projects.



August 11, 2015

Jeff Boers, Principal Planner
University Place City Hall
3715 Bridgeport Way West
University Place, WA 98466

Subject: PSRC Comments on Draft University Place Comprehensive Plan Update

Dear Mr. Boers,

Thank you for providing an opportunity for the Puget Sound Regional Council (PSRC) to review a draft of the City of University Place 2015 Comprehensive Plan update. We reviewed and provided comments on most of the plan elements earlier this year, consequently this review is of the transportation element and land use element background only. We recognize the substantial amount of time and effort invested in this plan, and appreciate the chance to review it while in draft form. This timely collaboration helps to ensure certification requirements are adequately addressed and certification action can be taken by PSRC boards after adoption.

In addition to the many outstanding aspects of the draft plan that we noted in our previous letter, other noteworthy aspects include:

- Many goals, policies, and provisions in the plan encourage development of a walkable community to support active and independent living, health, environmental quality and cost savings for travel.
- The plan supports the newly designated regional growth center in University Place by prioritizing infrastructure funding for the center and committing to coordinate with Pierce Transit and Sound Transit to improve transit service in the center.
- Several policies call for the city to enhance strategies that improve air quality and reduce greenhouse gas emissions. In addition to creating a walkable community, other strategies mentioned include creating green streets and developing infrastructure to encourage the use of electric and low emission vehicles.

The draft comprehensive plan advances regional policy in many important ways. There are some items, however, that should be addressed before the plan is finalized:

- The land use element should clearly document the city's 2035 land use assumptions and apply them consistently throughout the document. The plan should make clear 1) how land use assumptions relate to and are consistent with adopted growth targets, 2) the method used to extend the city's target from 2030 to 2035, and 3) how the development capacity provided for in the plan's land use element accommodates those growth assumptions.
- RCW 36.70A.070(6)(a) requires that traffic forecasts are based on the adopted land use plan. To show internal consistency, the transportation element should demonstrate that the land use assumptions used for the traffic forecast are consistent with the 2035 land use assumptions in the land use element.
- Freight routes are an important part of the transportation system, and should be inventoried and planned for in comprehensive plan transportation elements (RCW 36.70A.070(6)(a)(iii)(A)). If you do not already have designated freight routes, see the Washington State Department of Commerce's [Transportation Element Guidebook](#), pages 85-88, for how to consider freight in your plan.

- VISION 2040 calls for level-of-service standards to be focused on the movement of people and goods instead of only the movement of vehicles (MPP-DP-54), and for concurrency programs to address multimodal transportation options – both in assessment and mitigation (MPP-DP-55). The city has tailored its level-of-service standards to support development in the regional growth center, consistent with MPP-DP-56. The city should build on this concept and also work to address multiple modes in the city’s concurrency program, including focusing level-of-service standards on the movement of people and goods instead of only on the movement of vehicles. For more information see the Department of Commerce [Transportation Element Guidebook](#) (pages 140-160) and PSRC’s list of [concurrency resources](#).
- The Growth Management Act (RCW 36.70A.070(6)) requires that local comprehensive plans include a multiyear transportation financing plan for how the jurisdiction will meet the mobility needs identified for the planning period. The financing plan should include a list of investments to meet transportation needs over the planning period, estimated costs for those investments, estimated probable revenues available to the local jurisdiction, and a reassessment strategy in the event revenues fall short of costs. While the plan’s transportation element addresses many of these requirements, including a 6-year Transportation Improvement Program and a list of transportation projects for the remainder of the planning period, the city should more fully address financing for identified needs, including:
 - Provide cost estimates for roadway, pedestrian, and bicycle improvements identified through the 2035 plan horizon
 - Develop a forecast of probable funding resources for transportation through the 2035 plan horizon
 - Provide an analysis of the sufficiency of funding resources compared to estimated costs of identified improvements, including maintenance
 - Revise and expand on the current reassessment strategy to address steps the city could take if a gap is identified between costs and revenues, such as developing demand management strategies to reduce the need for or estimated cost of improvements, pursuing new revenues, reducing the level-of-service standard, and changing the land use assumptions to reduce the need for improvements.

Further guidance on how to address the financial analysis in the plan can be found in the Department of Commerce’s [Transportation Element Guidebook](#), pages 202 through 212.

PSRC has resources available to assist the city in addressing these comments. We have provided links to online documents in this letter, and additional resources related to the plan review process can also be found at <http://www.psrc.org/growth/planreview/resources/>.

Thank you again for working with us through the plan review process. There is a lot of excellent work in the draft and we are available to continue to provide assistance and additional reviews as the plan moves through the development process. If you have questions or need additional information, please contact me at 206-464-6360 or eharris@psrc.org.

Sincerely,



Erika Harris
Senior Planner
Growth Management Planning

cc: Review Team, Growth Management Services, Department of Commerce

jurisdictions to ensure consistency with regional plans. Base the design and type of bicycle facilities on the design standards for the functional classification of the roadway.

Policy TR6C

Require that during the project review process for new development or redevelopment:

- Projects are consistent with applicable pedestrian and bicycle plans, master plans and development standards;
- Planned facilities include required frontage and crossing improvements consistent with applicable pedestrian and bicycle plans;
- On-site bicycle trails and pedestrian facilities have formal, direct and safe connections between buildings and subdivisions and the general circulation system;
- New subdivisions and short plats include, consistent with state law, the required pedestrian facilities (frontage and off-site improvements) that assure safe walking conditions for students who walk to and from school;
- Construction and implementation of other multi-use trails and trail crossings, as described in the Park, Recreation and Open Space Plan, are coordinated with project review; and
- Safety and security considerations for pedestrians and bicyclists are factored into the review of development proposals.

Policy TR6D

Pursue a *Bicycle Friendly Community* designation from the *League of American Bicyclists*. Consider the findings of the *League of American Bicyclists'* application feedback report in further developing the City's bicycle infrastructure and strengthening its policy and regulatory support for such improvements.

Policy TR6E

Pursue a *Walk Friendly Community* designation from the UNC Highway Safety Research Center's *Pedestrian and Bicycle Information Center (PBIC)*. Consider the *PBIC* assessment tool findings in identifying areas of needed improvements that can form the framework for a more comprehensive pedestrian improvement plan.

Policy TR6F

Adopt "Provide a Framework of Inter-Connected Sidewalks and Bicycle Facilities throughout the City:" as a Level of Service standard for non-motorized transportation.

CONCURRENCY

Transportation concurrency and level of service standards are key requirements of the GMA. By policy and regulation, the City of University Place is required to ensure that transportation programs, projects and services needed to serve growth are in place either when growth occurs or within six years. Regulations implementing concurrency and level of service (LOS) standards are contained in UPMC Chapter 22.20 Concurrency Management.

Air, Water, and Rail Transportation

University Place does not have an airport within its planning area. SeaTac International Airport, located approximately 25 miles north of the City, is the largest airport in Washington State. Regional, national, and international connections can be made through this airport. Shuttle services such as Shuttle Express provide door-to-door service between SeaTac and University Place residences and businesses. Sound Transit express buses provide service between the airport and the Tacoma Dome Station and other Tacoma-area locations.

Tacoma Narrows Airport is located on the west side of the Tacoma Narrows, south of the Tacoma Narrows Bridge. This general aviation airport provides a limited number of regional commuter flights, but does not offer national or international service.

The Washington State Ferry System operates the Point Defiance-Tahlequah route connecting the south end of Vashon Island with the Tacoma area. The Point Defiance dock is located approximately five miles north of the City.

Pierce County operates the Steilacoom-Anderson Island and the Steilacoom-Ketron Island ferries. The Steilacoom ferry dock is located approximately three miles southwest of the City. An Amtrak station is located in the City of Tacoma at 1101 Puyallup Avenue. Service is provided from Tacoma to the north to Tukwila, Seattle, Edmonds, Everett, Mount Vernon, Bellingham, and Vancouver, British Columbia, and to the south to Olympia-Lacey, Centralia, Kelso-Longview, Vancouver, Portland, Oregon, and destinations further south. Amtrak service from Tacoma is also provided on the east-west corridor to Seattle, Wenatchee, Moses Lake, Ritzville and Spokane. There are no passenger rail stops within City limits.

The Burlington Northern-Santa Fe Railroad (BNSF) operates a rail line that traverses the City's shoreline with Puget Sound. An at-grade railroad crossing is located on 19th Street West.

Headquartered in Fort Worth, Texas, Burlington Northern Santa Fe Corporation (BNSF), through its subsidiary Burlington Northern and Santa Fe Railway, operates one of the largest railroad networks in North America, with 34,000 route miles covering 28 states and two Canadian provinces. BNSF was created on September 22, 1995, from the merger of Burlington Northern, Inc. and Santa Fe Pacific Corporation. Revenues are generated primarily from the transportation of coal, grain, intermodal containers and trailers, chemicals, metals and minerals, forest products, automobiles and consumer goods.

While providing a regional benefit, the presence of a railroad does have negative impacts on the community. Many homes are immediately adjacent to the Burlington-Northern railroad and experience noise and vibration impacts. Also, within University Place, the railroad runs along the western Puget Sound shoreline of the Chambers Creek Properties. The railroad's alignment in certain areas conflicts with a desire to increase public access to the shoreline. Continued efforts to address these conflicts are needed.

Freight Transportation

University Place designates truck routes in its Municipal Code. Truck routes are also designated in the WSDOT Freight and Goods Transportation System Map. Designated truck routes include:

- Bridgeport Way West – north city limits to south city limits
- Cirque Drive – South Orchard Street to Bridgeport Way West
- Chambers Creek Road – Chambers Creek Bridge to Chambers Lane West
- Chambers Lane – Chambers Creek Road to Bridgeport Way West
- 64th Street West– Grandview Drive West to Chambers Creek Road
- 27th Street West – Grandview Drive West to Regents Boulevard
- Regents Boulevard – 27th Street West to 67th Avenue West
- Mildred Street – South 19th Street to Regents Boulevard
- 67th Avenue West – Regents Boulevard to Bridgeport Way West
- 40th Street – 67th Avenue West to Sunset Drive West

Other Transportation Plans

To ensure consistency and connectivity, the City consults the transportation plans of adjoining communities including Tacoma, Fircrest, Lakewood and unincorporated Pierce County. This Comprehensive Plan is also guided by transportation policies and actions contained in VISION 2040 and Transportation 2040, the Regional Transportation Plan.

TRAFFIC FORECASTS

Traffic forecasting is a way of estimating future traffic volumes based on expected population and employment growth. For University Place, traffic forecasts were prepared using current traffic counts, a travel demand forecasting computer model developed by PSRC and population and employment estimates contained in the Land Use Element.

Methodology/Land Use Assumptions

The area's projected population and employment growth provides a basis for estimating the growth in travel. Population growth generally results in more trips by residents in the area and employment growth generally results in more trips to offices, retail shops, schools, and other employment or activity centers. To estimate future traffic volumes resulting from growth, computerized travel demand models are commonly used. In areas where travel corridors are limited, growth factors applied to present traffic counts can also be an effective forecasting approach.

PSRC has developed and improved travel demand forecasting models for use in the four-county central Puget Sound region. Models use Traffic Analysis Zones (TAZ) that include 2010 population and employment as baselines and incorporates land use and economic forecasts. Eight modeling steps are used in the process including land use forecasting, economic forecasting, vehicle availability, trip generation, trip distribution, mode choice, time of day and trip assignment. Numerous data sources are used to generate the forecast including, but not limited to, census data, buildable lands, real estate market and employment conditions and transportation information including PSRC's TAZ data.

To ensure consistency with the City's long-term land use vision, population, housing and employment forecast data in the Land Use Element were delineated by TAZ and provided to PSRC. The population and employment forecasts for each TAZ were then compared to the City's capacity analysis. The results of this comparison indicated that the model's projections and the City's capacity to accommodate population and employment are consistent.

- Improvements to existing roads and intersections.
- Construction of new roads to improve access and circulation.
- Enhancement of non-motorized travel facilities to encourage alternate modes of transportation such as walking, bicycling, and eliminating trips altogether through commute trip reduction.
- Shift in travel mode from private vehicles to transit and carpooling.
- Transportation Demand Management (TDM) strategies. TDM strategies help create or preserve existing capacity of roadways by reducing demand, thereby deferring or reducing the need for capacity improvements.
- Transportation System Management (TSM) strategies. TSM strategies focus on improving operations of the existing roadway system to reduce or delay the need for system improvements.

The above strategies will require close coordination with surrounding jurisdictions, Pierce Transit, and other agencies.

Motorized Improvements

To meet the adopted LOS standards, several improvements will be necessary. This section summarizes the necessary improvements along arterials and at intersections to accommodate growth and achieve concurrency.

Recommended projects are divided into two types: capacity improvements and non-capacity improvements. Capacity improvements address locations that will require infrastructure upgrades to meet GMA concurrency. Non-capacity improvements address functional classification changes, roadway maintenance and design upgrades, circulation improvements, and safety improvements. Most non-capacity projects are circulation projects aimed at improving emergency vehicle response time.

Planned roadway improvements are listed below and depicted in **Figure 6-9**. **Table 6-3** below lists those capacity projects needed to maintain the adopted LOS through 2035. **Table 6-4** lists circulation projects needed to maintain the adopted LOS through 2035. Projects are grouped by their projected timeframes (2015-2021, 2022-2027, and 2028-2035). Possible funding sources for projects are provided in a later section of this element. The Town Center Grid Map depicting planned road improvements associated with the redevelopment of the Town Center Zone is adopted by reference in Appendix C.

TABLE 6-3
PLANNED CAPACITY ROADWAY IMPROVEMENTS

Years 2015-2021

Facility Name	Project Description	Estimated Cost
<u>Cirque Drive and 67th Avenue Intersection</u>	<u>Add east and west right turn lanes</u>	<u>\$500,000</u>
<u>Bridgeport Way West and 40th Street West Intersection</u>	<u>Add east and west through lanes.</u>	<u>\$750,000</u>
<u>40th Street West and 67th Avenue West Intersection</u>	<u>Install a westbound right turn pocket</u>	<u>\$500,000</u>
<u>Regents and Mildred Intersection</u>	<u>Limit eastbound 24th Street vehicles to transit only</u>	<u>\$100,000</u>
<u>Bridgeport Way West and 27th Street West Intersection</u>	<u>Add east and west through lanes.</u>	<u>\$350,000¹</u>
<u>Bridgeport Way West and Cirque Drive Intersection</u>	<u>Add north right turn lane</u>	<u>\$182,000</u>
<u>40th Street and Larson Lane Intersection</u>	<u>Construct one lane roundabout</u>	<u>\$1,250,000²</u>
Total		<u>\$3,632,000</u>

¹ Engineering and right-of-way acquisition complete.

² This project will be undertaken only in conjunction with redevelopment of adjacent properties.

Capacity Projects

- ~~Cirque Drive and 67th Avenue Intersection: Add east and west right turn lanes.~~
- ~~Bridgeport Way West and 40th Street West Intersection: Add east and west through lanes.~~
- ~~40th Street West and 67th Avenue West Intersection: Install a westbound right turn pocket to improve the intersection to LOS D.~~
- ~~Regents and Mildred Intersection: Limit eastbound 24th Street vehicles to transit only.~~
- ~~Bridgeport Way West and 27th Street West Intersection: Add east and west through lanes.~~

TABLE 6-4
PLANNED CIRCULATION ROADWAY IMPROVEMENTS

<u>Facility Name</u>	<u>Project Description</u>	<u>Estimated Cost</u>
<u>Alameda Avenue – South Extension</u>	<u>Connect Alameda Avenue from Cirque Drive to 67th Avenue with new two lane roadway</u>	<u>\$880,000</u>
<u>57th Ave West</u>	<u>Extend to Cirque Drive with new two lane local roadway.</u>	<u>\$965,000</u>
<u>Drexler Drive South¹</u>	<u>Connect 40th Street to 42nd Street with new two lane roadway.</u>	<u>\$950,000</u>
<u>42nd Street¹</u>	<u>Connect Drexler Drive to Bridgeport Way with new two lane roadway</u>	<u>\$950,000</u>
<u>Larson Lane North</u>	<u>Connect 35th Street to 36th Street and 37th Street to 38th Street with new two lane roadway</u>	<u>\$2,300,000</u>
<u>Larson Lane Phase 1¹</u>	<u>Connect 36th Street to 37th Street with a new two lane roadway</u>	<u>300,000</u>
<u>Larson Lane Phase II¹</u>	<u>Connect 38th Street to 40th Street with new 2 lane roadway</u>	<u>\$2,590,000</u>
<u>Larson Lane Phase III¹</u>	<u>Connect 40th Street to 42nd Street with new 2 lane roadway</u>	<u>\$2,130,000</u>
<u>42nd Street Phase II¹</u>	<u>Connect Larson Lane to Bridgeport Way West with new 2 lane roadway</u>	<u>\$914,000</u>
<u>37th Street West</u>	<u>Connect Bridgeport Way to Sunset Drive – New two lane roadway with sidewalks along north side of the street</u>	<u>\$580,000</u>
<u>Total</u>		<u>\$12,559,000</u>

¹ This project will be undertaken only in conjunction with redevelopment of adjacent properties.

Circulation Projects

- ~~Alameda Avenue—South Extension. (Connect Alameda Avenue from Cirque Drive to 67th Avenue West)—New two-lane collector roadway.~~
- ~~57th Ave West (North terminus to Cirque Drive)—New two-lane local roadway.~~
- ~~Drexler Drive South (40th Street to 42nd Street): New two-lane roadway.~~
- ~~Larson Lane North (35th Street to 38th Street): New two-lane roadway. This project will be undertaken only in conjunction with redevelopment of adjacent properties.~~
- ~~42nd Street (Drexler Drive to Bridgeport Way): New two-lane roadway. This project will be undertaken only in conjunction with redevelopment of adjacent properties.~~

~~Years 2022-2027~~

Capacity Project

- ~~Bridgeport Way West and Cirque Drive Intersection: Add north-right turn lane.~~

Circulation Projects

- ~~Larson Lane Phase II (38th Street to 40th Street): New 2-lane roadway behind Green Firs Shopping Center. This project will be undertaken only in conjunction with redevelopment of adjacent properties.~~
- ~~Larson Lane Phase III (40th Street to 42nd Street): New 2-lane roadway. This project will be undertaken only in conjunction with redevelopment of adjacent properties.~~
- ~~42nd Street Phase II (Larson Lane to Bridgeport Way West): New 2-lane roadway. This project will be undertaken only in conjunction with redevelopment of adjacent properties.~~
- ~~Years 2028-2035~~

Capacity Project

- ~~40th Street and Larson Lane Intersection: construct one-lane roundabout.~~

Circulation Projects

- ~~37th Street West (Bridgeport Way to Sunset Drive)—New two-lane roadway with sidewalks along north side of the street, to extend current road.~~

Figure 6-10 shows projected arterial intersection P.M. peak hour LOS with recommended improvements.

Non-Capacity Project Improvements

Refer to the City's Transportation Plan for further discussion regarding non-capacity road improvement projects identified above.

Transit Improvements

Proposed business strategies, capital projects, service changes, and capital facility improvements or investments over the next six years are documented in Pierce Transit's *Transit Development Plan*, which is updated and submitted to WSODT annually. The agency's current TDP does not include any proposals for specific service modifications or facility improvements in University Place. However, future capital improvements and route

expansion in University Place may occur in high need areas and in conjunction with new commercial and residential development activity. Development proposals that will generate significant new demand for transit services may be required by Pierce Transit to mitigate impacts from increased demand by funding transit shelters and supportive facilities in close proximity to the development.

Air, Waterborne, Rail

None of the regional air, marine, or rail facilities has a significant impact on the University Place transportation system.

Non-Motorized Improvements

Planned improvements to the non-motorized transportation system ~~would~~ will establish serve to meet the adopted non-motorized LOS for a framework for an of inter-connected ~~sidewalks pedestrian~~ and bicycle lanes circulation system within and through the City. A complete pedestrian and bicycle network ~~will~~ ould link neighborhoods with schools, parks, public services, and retail activity, allowing residents and visitors to walk or bicycle to these areas rather than drive.

Figure 6-11 depicts a Non-Motorized Facilities Plan for the City. This Plan outlines pedestrian, bicycle path, and marine service improvements, many of which are also identified in the City's Parks, Recreation and Open Space Plan. All sidewalks and bicycle lanes shown on the Non-Motorized Facilities Plan will be completed during the planning period. When completed ~~T~~the Non-Motorized Facilities Plan will ~~provides~~ for a network of continuous pedestrian and bicycle facilities for circulation ~~within and throughout~~ University Place that connects to nonmotorized facilities in the adjacent jurisdictions of Fircrest, Lakewood and Tacoma. When sidewalks and bike lanes are added, stormwater facilities including curb, gutter and drainage lines, and pedestrian amenities such as landscaping and street lighting, will be installed. The total cost of planned sidewalk, bike lane improvements is \$68,186,000.

In addition to sidewalks and bicycle lanes ~~T~~the following trails are included ~~proposed~~ in the Transportation Plan:

- Water (kayak and canoe) Trail – Surface Water Management site on Day Island Waterway to Chambers Bay.
- Leach Creek Hiking Trail – A hiking trail extending from Kobayashi Park upstream adjacent to Leach Creek to Creekside Park on Cirque Drive, north to 44th Street and connecting to the Pierce County Trail network through Fircrest and Tacoma Chambers Creek Canyon Trail – A hiking trail extending downstream from Kobayashi Park to Chambers Bay and connecting to the Soundview and Grandview Trails on the Chambers Creek Properties and to neighborhoods along the canyon.
- Phillips Road / Chambers Creek Road Trail – A multi-purpose trail linking the north end of Phillips Road in Lakewood with Chambers Creek Road in University Place passing through Kobayashi Park.
- Peach Creek Hiking Trail – A trail extending from Chambers Creek Canyon Trail up the Peach Creek drainage to Charles Wright Academy.

Developer Funding

As new development occurs, transportation impacts associated with the development are mitigated by the developer. Transportation mitigation typically includes intersection improvements, road widening, new or extended turn lanes, sidewalks, bike lanes and other improvements. These mitigation measures must be in place or provided concurrent with development to maintain adopted LOS.

2035 Forecast Developer Contributions \$6,584,000

Traffic Impact Fee

Since 2007 the City has imposed a Traffic Impact Fee in according with GMA to help mitigate the impact of new development. This is the primary way new development pays for its proportionate I share of traffic impacts. Not all of the projects listed in tables 6-3 and 6-4 are eligible for TIF funding.

2035 Traffic Impact Fee Forecast \$ 6,230,000

Local Funding Sources

Arterial Street Fund

The City receives a proportionate share of the State Motor Vehicle Fuel Tax, based on the population. The exact amount varies depending on the amount of fuel sold in the State.

2035 Forecast Total \$2,302,343

General Fund

The General Fund is supported primarily from local taxes to provide governmental services such as police protection, jail services, court services, parks maintenance, recreation programs, building inspections, planning and zoning, construction and maintenance of streets, and general government administration.

Transportation Benefit District

In 2009 the City created a Transportation Benefit District but chose not to fund it until 2013. The District is funded with a vehicle license fee of \$20.00. Transportation Benefit District funds are restricted for road maintenance purposes.

2035 TBD Forecast Total \$5,940.000

Surface Water Management Funds

The City collects a surface water management fee on each City parcel to finance surface water and storm drainage elements of various road improvement projects. In addition, the City uses revenues from the Surface Water Management Fund to finance capital improvement surface water and storm drainage projects.

2035 Forecast Total \$10,134,420

Real Estate Excise Tax

The Real Estate Excise Tax is levied on all sales of real estate, measured by the full selling price. The City has authorized a locally imposed tax of 0.5%, in two 0.25% increments. These revenues are restricted to financing capital projects as specified in the City's Capital Facilities Plan.

2035 Forecast Total \$ 7,285,949

State Funding Sources

State funding programs are administered to counties and cities through the Transportation Improvement Board (TIB) and the County Road Administration Board (CRAB). The State also funds projects through the Safe Routes to Schools and Pedestrian and Bicycle Safety Programs.

2035 State Funding Forecast Total \$5,078,000

Federal Funding Sources

Federal programs are currently funded under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and are administered by the Highways and Local Programs Division of the Washington State Department of Transportation (WSDOT), in conjunction with the Puget Sound Regional Council (PSRC) and the Regional Federal Highway Engineer.

CMAQ

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds transportation programs and projects that will, or are likely to, contribute to attainment of a National Air Quality Standard. WSDOT is required to consult with the Environmental Protection Agency to determine whether a transportation project or program will contribute to attainment of standards, unless such project or program is included in an approved state implementation plan. CMAQ funds cannot be used on projects resulting in the construction of new capacity available to single-occupant vehicles unless they are available to single-occupant vehicles at other than peak travel times. Allocation for CMAQ funds will follow the same criteria as Surface Transportation Program (STP) funds. To be eligible for funding under this program, a project must be on the Regional Transportation Improvement Program (TIP) list and rank high enough on the region's priority array. Funding is based on a Federal share of 86.5 percent, with a 13.5 percent local match.

STP

The objective of the Surface Transportation Program (STP) is to fund construction, reconstruction, resurfacing, restoration, and rehabilitation of roads that are not functionally classified as local or rural minor collectors. STP also supports funding for transportation enhancements, operational improvements, highway and transit safety improvements, surface transportation planning, capital and operating cost for traffic management and control, carpool and vanpool projects, development and establishment of management systems, participation in wetland mitigation and wetland banking, bicycle facilities and pedestrian walkways.

STP funds have regional allocation through the Puget Sound Regional Council (PSRC). The PSRC sub-allocates funds by County region, based on the percentage of the population. Pierce County, as a region, will receive an allocation of 21 percent from STP funds allocated to the PSRC. The Puget Sound Region is formed by the counties of King, Kitsap, Pierce and Snohomish. To be eligible for funding under this program, a project must be on the Regional TIP list and rate high enough within the region's priority array. Funding is based on a federal share of 86.5 percent, with a 13.5 percent local match.

2035 Federal Funding Forecast Total \$53,709,000

TRANSPORTATION IMPROVEMENT PLAN

Projects included in this Plan are the result of evaluation of needs in various transportation areas including capacity and circulation.

Planned road improvements programmed during the next six years are included in the City's Six Year Transportation Improvement Plan (TIP) are hereby incorporated by reference. Whereas, the TIP is updated and adopted annually, the Comprehensive Plan is not.

CONTINGENCY

The GMA requires a contingency plan if the Capital Improvements Plan demonstrates that resources to make the necessary improvements are inadequate to maintain adopted LOS standards. Strategies for maintaining or rectifying adopted LOS standards in the event of a shortfall may include ~~identifying additional funds, pursuing new funds~~, reassessing land use assumptions to reduce the need for improvements, developing demand management strategies to reduce the need for or estimated cost of improvements, or lowering the LOS standard.

CONCURRENCY

Concurrency describes a situation in which adequate facilities are available when the impacts of the development occur, or within a specified time thereafter.

Except along designated Quality Service Corridors, the City of University Place has adopted a level of service (LOS) standard of D on its arterial streets. Therefore, new development will not be permitted if it causes a particular transportation facility to decline below LOS D, unless improvements or strategies to accommodate the development's impacts are made "concurrent with" the development. For transportation, "concurrent with" means that the improvement must be in place at the time of development or within six years of completion and occupancy of the development that impacts the facility.

The City of University Place has adopted concurrency management regulations in UPMC Chapter 22.20 to implement its concurrency management program. In order to provide an equitable funding source for meeting the City's concurrency requirements, the City has adopted a Traffic Impact Fee program. Under this program, each development pays its proportionate share of system capacity needs. The projects funded under this program will help ensure these impacts are mitigated. Any impact fees collected must be expended or encumbered within the 10-year time frame established per RCW 82.02.070.